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✻✻✻✻ SPRING TOURS ✻✻✻✻

TO

CALIFORNIA, ALASKA

AND THE

YELLOWSTONE NATIONAL PARK.

Leaving Boston, New York and Philadelphia April 24, 1900.

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, BOSTON. 25 Union Square, NEW YORK

1005 Chestnut Street, Mutual Life Insurance Building, PHILADELPHIA.

SEASON OF 1900 . . . .

THREE SPRING and EARLY SUMMER TOURS.

Colorado, the Rocky Mountains, the Sierra Nevada, California, the Pacific Northwest, Alaska, and the Yellowstone . . . . National Park . . . .

A 65-DAYS' TRIP. **(See Pages 9-55.)** **Price, $560.00.**

The Same, including Alaska.

A 72-DAYS' TRIP. **(See Pages 57-84.)** **Price, $635.00.**

New Mexico, Arizona, California, the Sierra Nevada, Rocky Mountains and Colorado.

A 53-DAYS' TRIP. **(See Pages 85-102.)** **Price, $425.00.**

Leaving Boston, New York and Philadelphia April 24.

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25 Union Square, New York.

1005 Chestnut Street, Philadelphia.

AMERICAN PRINTING AND ENGRAVING CO.
50 ARCH ST.
BOSTON.

TOURS ACROSS THE CONTINENT.

GENERAL INFORMATION.

OUR tours, and the methods by which they are carried out, have become so widely known to the American public that little need be said in explanation of their manifest advantages. It has been our studied purpose to meet every demand which experienced and discriminating travelers are likely to make, and at the same time provide comforts and facilities practically unattainable by individual tourists. All this may be readily accomplished without subjecting the travelers to the unpleasant prominence and display attendant upon large and promiscuous excursions. In fact our little bands of tourists, invariably limited in numbers, are essentially "private parties," enjoying not only exclusive advantages, but even greater seclusion than individuals could command. Over a score of years' experience in catering to the best class of the traveling public, in a wide and broadening field, has not only given us a thorough knowledge of the business and its needs, but also placed at our command special facilities for properly carrying out its details. Rooming at hotels and on steamers, the arrangement of carriage drives and other details are matters of previous adjustment, so that the wishes of those who are desirous of being placed together or in contiguity are regarded to as great an extent as possible. In long journeys, where sleeping cars or drawing-room cars are employed, persons are ensured the same places in a manner that would be simply impossible in ordinary traveling. A little

party of friends thus secures accommodations collectively, or together, without encroaching in any way upon the rights of others, and without any special effort of its own.

Sleeping-Car and Steamship Accommodations.

Only two persons are placed in a section of the sleeping cars, every passenger being entitled to an entire double berth (half a section) and only two persons in each stateroom on the Alaska steamer.

Personal Escort and Attention.

Our parties are always under the charge of competent conductors, who devote their attention to the welfare and comfort of the passengers, and who superintend all business arrangements. Hotel accommodations are arranged in advance, and in other particulars the members of the party are relieved of many petty cares and annoyances inseparable from ordinary travel. Thus the tourist is left to the fullest enjoyment of the journey, while appointed agents attend to the task of arranging its details.

Suggestions with Regard to Joining a Party.

Persons desiring to join one of our parties should send their names to be registered as early as convenient. A name is registered as soon as an intention to go is expressed, and this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. Tickets can be taken and paid for at the convenience of the passenger any time to within about one week of the date of departure; and should the passenger even then be prevented from going, the money will be refunded. The advantage of sending in names early is readily seen.

Persons are not compelled to come to the starting point in order to join a party, but may connect with the train at any convenient place along the route. In all cases places are reserved on the cars for passengers who are to join *en route*.

Hints About Clothing.

Although the tours described in this book are to be made in the pleasantest part of the year and at a time when a mild temperature is likely to prevail, provision should be made to guard against sudden changes. Warm clothing, with light overcoats, shawls, or convenient wraps, which may be brought into service or discarded, as required, is an essential part of the outfit. The railway rides through some sections — chiefly across the deserts — may be dusty, and dust is likely to be encountered in journeying about California. This fact should govern, to some extent, the selection of materials for traveling suits. Warm underclothing should always be worn. However warm the days may be on the Pacific Coast, the evenings and nights are cool. In the Yosemite trip, strong and serviceable clothing, and a pair of stout walking shoes or boots will be best; and these will be useful, of course, in other parts of the excursions, especially in the Yellowstone National Park. Visitors to the Yosemite should be content to leave finery behind, and baggage also must be discarded to as great an extent as possible. The same remarks will apply to the Yellowstone National Park, where the traveler should be prepared with clothing which dust cannot injure, good walking shoes, and wraps for evening wear. There are few nights within the park, even in midsummer, without frosts.

For the Alaska voyage one should dress as warmly as for an Atlantic ocean voyage, but no warmer, since that should mean woolens and wraps. Most of the sight-seeing is from the steamer's deck, but it is better to be prepared for little land

expeditions in all weathers. Closely fitting outer garments are of course more convenient on the breezy deck than loose cloaks or shawls. Walking over the glaciers is difficult and, in places, dangerous. At the Muir Glacier a landing may be desirable, but little traveling is likely to be done except on the lateral moraines, and no special preparation is needed beyond what has already been suggested. Alpenstocks and canes can be obtained of the baggage porter on the steamer. Steamer chairs, if desired, can be obtained generally of the deck stewards on the steamer, and also at Tacoma or Seattle.

Baggage Regulations.

Each passenger is entitled to the free transportation of 150 pounds of checked baggage for a whole ticket, or 75 pounds for a half ticket. (This does not apply to the stage journey through the Yellowstone National Park, nor to the side trip into the Yosemite Valley, where trunks are not taken by the stages.) Hand baggage in every case must be looked after by the owner, and it is advisable to take no more or heavier luggage of this description than can be conveniently carried into and out of cars, omnibuses, or hotels. A more liberal allowance of hand luggage may be necessary in the stage journeys mentioned above.

"Stop-Over" Privileges.

Our tickets allow the holders the privilege of stopping over in California, Oregon, or Washington, or at any point on the return trip between the Pacific Coast and Missouri River points, or St. Paul, until December 31, 1900.

Persons remaining in California later than May 30, 1900, should apply, before leaving for the East, to our agent, W. H. Snedaker, 14 Montgomery street, San Francisco, for information and assistance in connection with the signing of the return ticket, securing sleeping-car berths, etc.

Persons returning independently by the Northern Pacific route can apply for information or assistance to our Pacific Northwest agent, A. D. Charlton, No. 255 Morrison street, corner of Third street, Portland, Ore.

On the returning journeys sleeping-car coupons must be used for a continuous trip from the starting point to the destination named thereon. If "stop-offs" are made between the initial and terminal stations named on the coupon, the coupon will not be available on the resumption of the journey. Persons who return independently and wish to stop off at intermediate stations, should pay the usual Pullman fares from point to point and retain their coupons, which will be redeemed at the full through Pullman fare for the distance covered by the coupons.

Passengers who return independently by the Denver & Rio Grande line pass through Glenwood Springs, where stop-over privileges are allowed. This fact will be appreciated by those who may wish to spend the summer months at this charming resort. Between Denver and Chicago, passengers returning independently may travel *via* either Council Bluffs or Kansas City, over the Chicago, Rock Island & Pacific Railway.

Passengers returning independently will find full directions regarding the engagement of sleeping-car accommodations, exchange of sleeping-car coupons, etc., on the coupons in their ticket books.

For any further information respecting these tours, apply in person or by letter to

RAYMOND & WHITCOMB,

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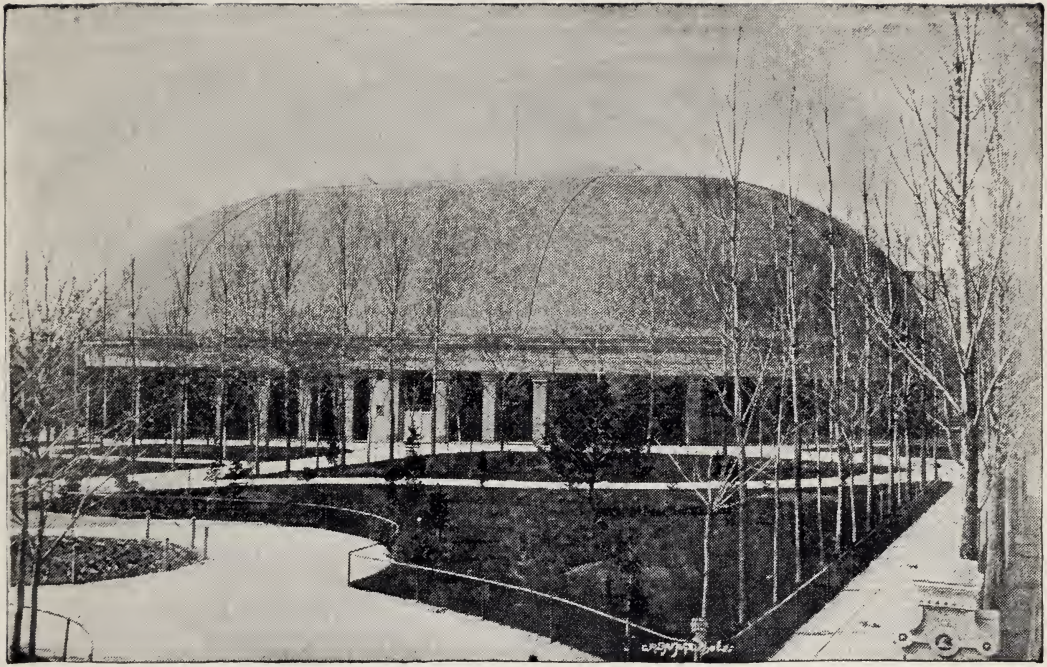
25 Union Square, New York.

1005 Chestnut Street, Mutual Life Insurance Building, Philadelphia.



THE TABERNACLE IN SALT LAKE CITY.

A DELIGHTFUL TOUR

ACROSS THE CONTINENT

AND THROUGH THE

PACIFIC NORTHWEST,

WITH VISITS TO

Colorado, Utah, California, Oregon, Washington, Puget Sound, British Columbia, Montana, and the

YELLOWSTONE NATIONAL PARK.

The Party to Leave Boston, New York and Philadelphia Tuesday, April 24, and to Return Wednesday, June 27, 1900.

PRICE OF TICKETS (all Traveling and Hotel Expenses Included), $560.

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, Boston.

25 Union Square, New York.

1005 Chestnut Street, Mutual Life Insurance Building, Philadelphia.

Seventeenth Annual Spring Tour

—TO—

CALIFORNIA, THE PACIFIC NORTHWEST,

—AND THE—

YELLOWSTONE NATIONAL PARK.

April 24 to June 27, 1900.

OUR annual spring tour across the continent and through the wonderfully picturesque regions of the Pacific Northwest, which has been exceedingly popular during the past sixteen years, will be made as attractive as ever the coming season. The outward journey through Kansas, Colorado and Utah will possess peculiar interest on account of its many attractive features. The tour through California extends from one end of the Golden State to the other, and could not well be made more comprehensive, including, as it does, its famous picturesque points, its groves and gardens, its prominent cities, and its great seashore,

health, and pleasure resorts. The journey from California to Oregon is to be made over the magnificent Mount Shasta route, and the round of travel through Oregon, Washington and the Puget Sound region will be quite elaborate, so that little that is possible in the way of sight-seeing is left undone. The return trip lies over the entire length of the Northern Pacific Railway from Portland and Tacoma to St. Paul, and a week will be devoted to the matchless wonders of the Yellowstone National Park.

The tour will thus be made to include Chicago, Denver, Manitou Springs, the Royal Gorge, the Cañon of the Grand River, Glenwood Springs, Salt Lake City, Santa Barbara, Santa Monica, Pasadena, Riverside, San Diego and Coronado Beach, Riverside, Redlands, Los Angeles, Pasadena, Santa Monica (the Yosemite Valley and Big Tree Groves on a side trip if desired), San Francisco, Monterey, Santa Cruz, San Jose, the summit of Mount Hamilton, San Rafael, Mount Tamalpais, the Mount Shasta region, Portland, Seattle, Port Townsend, Victoria, B. C., Tacoma, all the places of interest within the Yellowstone National Park, Minneapolis and St. Paul—a truly grand list of places to be visited, indicating a far-reaching round of travel.

Price of Tickets.

The price of tickets for the tour, as outlined in the following itinerary, will be FIVE HUNDRED AND SIXTY DOLLARS. This sum covers first-class travel over all railway and steamer routes going and returning, with a double berth (half a section) in palace sleeping cars; all stage rides to and through the Yellowstone National Park; hotel accommodations according to the itinerary, for the period of the regular tour (sixty-five days), with sojourns at Denver, Manitou, Salt Lake City, Santa Barbara, Coronado Beach, Riverside, Redlands, Los Angeles, San Francisco, Monterey, Santa Cruz, San Jose, Portland, Seattle, Tacoma, Victoria, B. C., the Yellowstone

National Park (at Mammoth Hot Springs, Lower Geyser Basin, Yellowstone Lake and Yellowstone Cañon), Minneapolis and St. Paul; meals in dining cars, at hotels, dining stations, or on steamers; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever the same may be needed (Denver, Salt Lake City, Santa Barbara, Coronado Beach, Riverside, Redlands, Los Angeles, San Francisco, Santa Cruz, Monterey, San Jose, Portland, Seattle, Victoria, Tacoma, Minneapolis and St. Paul); side trips to Pasadena, Santa Monica, San Rafael, Mount Tamalpais and Mount Hamilton (the latter by stage); special carriage drives in Denver, Manitou Springs, Salt Lake City, Santa Barbara, Pasadena, Santa Cruz, Portland, and Victoria, B. C.; transfer of checked baggage (150 pounds being allowed for each full ticket, all over that amount being liable to excess charges at regular rates); and the services of conductors,—in short, EVERY NEEDED EXPENSE of the entire round trip from Boston, New York or Philadelphia back to the starting point.

Price of transportation tickets for the Yosemite Valley trip, THIRTY-FOUR DOLLARS.

Extra Sleeping-Car Accommodations.

The cost of an extra double berth (giving an entire section to one person) for the journey between the East and Santa Barbara, in accordance with the itinerary, is $22.00. Drawing room with toilet annex, for one occupant, $60.00; for two occupants, $38.00 — $19.00 each; for three occupants, entire extra charge, $16.00.

The charges for extra sleeping-car accommodations between Los Angeles and San Francisco are as follows: Extra double berth, $2.50. Drawing room with toilet annex, for one occupant, $6.50; for two occupants, $4.00 — $2.00 each; for three occupants, entire extra charge, $1.50.

For an extra double berth from San Francisco to Boston, New York or Philadelphia, $24.50. Drawing room with toilet annex, for one occupant, $66.50; for two occupants, $42.00—$21.00 each; for three occupants, entire extra charge, $17.50.

An itinerary of the trip is given on the following pages. As the party will be limited in numbers, an early registration is desirable. Tickets must be taken on or before Tuesday, April 17 — one week previous to the time of departure.

☞Tickets for the tour, additional copies of this circular, and all needed information can be obtained of

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ITINERARY.

TUESDAY. April 24.— Leave Boston from the South station by the Boston & Albany Railroad at 10.30 A. M., in special Pullman vestibuled palace sleeping cars. Members of the party should check their baggage to Denver. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must be looked after by the owners. Leave Worcester at 11.42 A. M., Springfield at 1.14 P. M., and Pittsfield at 2.52 P. M.; from Albany westward *via* the New York Central & Hudson River Railroad, leaving Albany at 4.30 P. M., Utica at 6.47 P. M., Syracuse at 8.10 P. M., Rochester at 10.00 P. M., and Buffalo, *via* the Michigan Central Railroad, at 11.05 P. M., Central time; lunch and dinner in dining car.

The New York Passengers will depart from the Grand Central station, Forty-second street, at 1.00 P. M., *via* the New York Central & Hudson River Railroad, in Pullman vestibuled palace sleeping cars. Baggage should be checked to Denver; leave Poughkeepsie at 2.43 P. M., and Albany at 4.30 P. M. Supper in dining car.

The Philadelphia Passengers will depart from the Reading Terminal station in Pullman palace cars at 9.00 A. M. Baggage should be checked to Denver. From Bethlehem Junction westward to Buffalo over the Lehigh Valley line.

NOTE.— Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

WEDNESDAY, April 25.— On the Michigan Central Railroad *en route* westward. Leave Detroit (Third street station) at 6.55 A. M.; breakfast and lunch in the dining car;

arrive in Chicago at 3.00 P. M.; leave Chicago *via* the Atchison, Topeka & Santa Fe Railway at 5.00 P. M.; dinner in dining car.

THURSDAY, April 26.—Arrive in Kansas City at an early morning hour and leave at 9.30 A. M. *via* the same line (the Santa Fe). Meals in dining car.

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian—one hour slower.

FRIDAY, April 27.—Arrive in Denver at 11.15 A. M.; transfer to the Brown Palace Hotel; carriage drive in the afternoon through the finest sections of the city.

SATURDAY, April 28.—Leave Denver by the Denver & Rio Grande Railroad at 8.45 A. M.; arrive in Manitou at 1.00 P. M.; carriage drive through the Garden of the Gods in the afternoon.

SUNDAY, April 29.—In Manitou. Leave Manitou at a late evening hour.

MONDAY, April 30.—Leave Pueblo in the morning and pass through the Royal Gorge, arriving at Salida at 12.00 noon; leave Salida at 1.00 P. M., passing over the Tennessee Pass and through the Eagle River Cañon and the Cañon of the Grand River; arrive at Glenwood Springs at 7.00 P. M.; leave Glenwood Springs about 10.00 P. M.

TUESDAY, May 1.—Arrive in Salt Lake City at 12.00 noon; transfer to The Knutsford, G. S. Holmes, proprietor. Carriage drive in the afternoon, visiting the finest portions of the city.

WEDNESDAY, May 2.—Transfer from the hotel and leave Salt Lake City at 12.00 M.; leave Ogden at 1.10 P. M. (Pacific time).

NOTE.—Railway time changes at Ogden from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian—one hour slower.

THURSDAY, May 3.—*En route* across the State of Nevada, and over the Sierra Nevada by daylight, passing Emigrant Gap, Blue Cañon, Shady Run, Cape Horn, etc.; arrive at Sacramento 4.50 P. M.; leave Sacramento at 5.30 P. M.

FRIDAY, May 4.—*En route* over the Southern Pacific Company's line. Arrive in Santa Barbara at 4.15 P. M.; transfer to The Arlington, E. P. Dunn, manager.

VIEW ON ADAMS STREET LOS ANGELES.

SATURDAY, May 5.— In Santa Barbara. Carriage drive to the chief points of interest in and about the city.

SUNDAY, May 6.— In Santa Barbara.

MONDAY, May 7.— Transfer to the station and leave Santa Barbara at 8.25 A. M.; arrive in Los Angeles 12.40 P. M.; lunch there and leave by the Southern California Railway at 2.00 P. M.; arrive in San Diego 6.00 P. M.; transfer to the Hotel del Coronado, Coronado Beach.

TUESDAY, May 8.— At Hotel del Coronado.

WEDNESDAY, May 9.— Transfer to the station and leave San Diego at 1.40 P. M.; arrive at Riverside 7.20 P. M.; transfer to the Glenwood Tavern, Frank A. Miller, proprietor.

THURSDAY, May 10.— At Riverside. Transfer to the station and leave Riverside at 12.15 P. M.; proceed to Redlands *via* San Bernardino, arriving at Redlands at 1.00 P. M.; transfer to the Casa Loma, J. H. Bohon, proprietor.

FRIDAY, May 11 — In Redlands.

SATURDAY, May 12.— Transfer to the station and leave Redlands at 3.00 P. M., proceeding *via* San Bernardino and over the beautiful San Gabriel Valley route to Los Angeles, arriving there at 5.30 P. M.; transfer to the Hotel Van Nuys, Milo M. Potter, proprietor.

SUNDAY, May 13.
MONDAY, May 14.
TUESDAY, May 15.
WEDNESDAY, May 16.
THURSDAY, May 17.
FRIDAY, May 18.
SATURDAY, May 19.
SUNDAY, May 20.

} In Los Angeles. Parties for the Yosemite Valley trip will be made up during the stay in this city to leave Los Angeles on different days. For Yosemite trip see pages 103-106. There will also be excursions to Pasadena (with a carriage drive about that city) and to the delightful seaside resort, Santa Monica.

MONDAY, May 21.— In Los Angeles. Transfer from the hotel to the Southern Pacific station, and leave Los Angeles at 12.30 noon in Pullman palace sleeping cars; supper at Mojave.

TUESDAY, May 22.—Arrive at Oakland Pier at 8.10 A. M., and in San Francisco by ferry at 8.45 A. M.; transfer to the Palace Hotel, John C. Kirkpatrick, managing director, George B. Warren, assistant manager.

WEDNESDAY, May 23.
THURSDAY, May 24. } In San Francisco. For all who desire, tickets will be furnished for a side trip from San Francisco to San Rafael and return and also to Mount Tamalpais and return.

FRIDAY, May 25.—Transfer from the Palace Hotel to the Market street ferry and leave San Francisco *via* the Santa Cruz narrow-gauge line at 8.15 A. M.; visit the Big Trees *en route;* arrive at Santa Cruz soon after noon; to the Sea Beach Hotel.

SATURDAY, May 26.—At Santa Cruz. Leave Santa Cruz at 4.35 P. M. and proceed *via* Pajaro to Monterey (Hotel del Monte station), arriving at 6.30 P. M. To the Hotel del Monte.

SUNDAY, May 27.—At Hotel del Monte, Monterey.

MONDAY, May 28.—At Hotel del Monte, Monterey.

TUESDAY, May 29.—At Hotel del Monte, Monterey. Leave Hotel del Monte at 11.35 A. M.; arrive at San Jose 2.40 P. M.; transfer to the Hotel Vendome, George P. Snell, manager.

WEDNESDAY, May 30.—Excursion to the Lick Observatory on the summit of Mount Hamilton, in the stages of the Mount Hamilton Stage Company, the party leaving the Hotel Vendome in the morning and returning late in the afternoon; luncheon at Smith's Creek.

THURSDAY, May 31.—In San Jose.

FRIDAY, June 1.—In San Jose. Leave San Jose at 2.40 P. M.; arrive in San Francisco at 4.10 P. M.; transfer to the Palace Hotel.

SATURDAY, June 2.—In San Francisco.

SUNDAY, June 3.—In San Francisco.

MONDAY, June 4.—In San Francisco. Transfer to the Market street ferry, and leave San Francisco by ferry at 8.00 P. M.; leave Oakland Pier in Pullman palace sleeping

cars *via* the Southern Pacific Company's Shasta route at 8.35 P. M., and proceed northward *via* Sacramento.

TUESDAY, June 5.— *En route* in the upper Valley of the Sacramento, through the Mount Shasta region, over the Siskiyou Mountains, and down through the valleys of the Rogue and Umpqua rivers. Meals on dining car.

WEDNESDAY, June 6.— Breakfast on dining car; arrive in Portland at 9.15 A. M.; transfer to The Portland, H. C. Bowers, manager.

THURSDAY, June 7. — In Portland. Carriage drive through the finest portions of the city, and also to the park, which affords a grand view of the city, the river and the mountains; transfer to the station and leave Portland *via* the Northern Pacific Railway at 11.30 P. M.

FRIDAY, June 8.— Arrive in Seattle 7.45 A. M.; transfer to the Rainier-Grand, C. A. Harrison, manager.

SATURDAY, June 9. — In Seattle. Transfer to the wharf and leave Seattle at 8.30 A. M. on a steamer for Victoria, B. C.; lunch on the steamer; arrive at Victoria 5.30 P. M.; transfer to The Driard, Redon & Hartnegel, proprietors.

SUNDAY, June 10.— In Victoria.

MONDAY, June 11.— Transfer to the wharf and leave Victoria at 8.30 A. M.; lunch on steamer; arrive at Seattle 5.30 P. M.; thence by steamer to Tacoma; transfer to The Tacoma, W. B. Blackwell, manager.

TUESDAY, June 12.— In Tacoma.

WEDNESDAY, June 13.— In Tacoma. Transfer to the station of the Northern Pacific Railway and leave Tacoma in Pullman palace sleeping cars for the journey eastward; meals *en route* in the dining cars of the Northern Pacific Railway.

THURSDAY, June 14. — *En route* eastward in Washington, Idaho and Montana.

NOTE. — Railway time changes at Hope, Idaho, from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian — one hour faster.

FRIDAY, June 15.— Arrive in Cinnabar at 10.30 A. M.; leave Cinnabar, by stage, at 10.45 A. M.; arrive at Mammoth Hot Springs Hotel 12.45 P. M.

SATURDAY, June 16.— Leave Mammoth Hot Springs, by stage, at 8.00 A. M. for the tour through the park; arrive at Norris Geyser Basin at 12.00 noon; lunch there; leave Norris Geyser Basin at 1.30 P. M., passing near the principal geysers in this basin, and later near the Gibbon Falls; arrive at the Fountain Hotel, in the Lower Geyser Basin, at 5.30 P. M. This hotel is near the Fountain Geyser and the Mammoth Paint Pots.

SUNDAY, June 17.— At the Fountain Hotel.

MONDAY, June 18.— Leave the Fountain Hotel at 8.00 A. M. and visit the Midway and Upper Geyser Basins, where the chief geysers and springs of this region are situated; lunch at Upper Geyser Basin and return to the Fountain Hotel.

TUESDAY, June 19.— Leave the Fountain Hotel at 7.00 A. M., and proceed to Yellowstone Lake *via* the Upper Geyser Basin and over the Continental divide; arrive at the Yellowstone Lake Hotel in the afternoon.

WEDNESDAY, June 20.— Leave the Lake Hotel at 8.30 A. M.; visit the Geyser, formerly known as the Mud Volcano, *en route;* arrive at the Yellowstone Cañon Hotel 11.30 A. M.

THURSDAY, June 21.— Leave the Cañon Hotel at 8.00 A. M.; arrive at Norris Geyser Basin at 10.30 A. M.; lunch there; leave Norris Geyser Basin at 12.00 noon; arrive at Mammoth Hot Springs Hotel at 4.00 P. M.; dinner there; leave Mammoth Hot Springs at 6.45 P. M. in coaches; arrive at Cinnabar 8.00 P. M.; leave Cinnabar in sleeping cars at 8.30 P. M. for Livingston and Minneapolis.

NOTES.— Early morning departures in the Yellowstone Park are made necessary on account of the distances between hotels.

The itinerary of travel through the park may be changed slightly, as new roads have lately been opened, and other important improvements are comtemplated.

FRIDAY, June 22.— *En route* eastward through Montana and North Dakota.

SATURDAY, June 23.—*En route* eastward through North Dakota and Minnesota. Arrive in Minneapolis at 2.25 P. M.; transfer from the station to the West Hotel. Carriage drive, visiting the finest sections of the city.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

SUNDAY, June 24.—In Minneapolis.

MONDAY, June 25.—Visit St. Paul—going thither *via* the Interurban Electric line—leaving the West Hotel 9.00 A. M. Lunch and dinner at Hotel Ryan. Transfer by Cook & Son's omnibus line from Hotel Ryan to the Union station, and leave St. Paul by the Chicago, Milwaukee & St. Paul Railway at 8.10 P. M.

TUESDAY, June 26.—Breakfast in the dining car. Arrive in Chicago, Union station, corner of Canal and Adams streets, at 9.30 A. M.; transfer to the Central station, and leave Chicago *via* the Michigan Central Railroad at 10.30 A. M. The Philadelphia passengers will leave Chicago *via* the Baltimore & Ohio line at 10.20 A. M. from the Grand Central Passenger station.

WEDNESDAY, June 27.—From Buffalo eastward *via* the New York Central & Hudson River Railroad, and from Albany eastward *via* the Boston & Albany Railroad; arrive in Boston (South station) at 3.00 P. M. The New York passengers will be due in New York, Grand Central station, Forty-second street, at 1.30 P. M. The Philadelphia passengers will be due in Philadelphia, station corner Twenty-fourth and Chestnut streets, at 3.09 P. M.

NOTES.—Railway time changes at Buffalo, N. Y., and Benwood, W. Va., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

As this itinerary is made up in advance of the publication of the summer time tables of the various railroads, slight changes may be necessary.

The tickets are good to return until December 31, 1900. The passenger does not sacrifice any portion of the ticket by stopping over longer than the time provided for in the itinerary, the only additional expense being for the hotel accommodations required for the extra time. In case the trip is shortened, any coupons for hotel accommodations, carriage drives, transfers, etc., remaining unused will be redeemed.

AN OUTLINE OF THE TOUR.

From the East to Chicago.

THE party will leave Boston from the South station *via* the Boston & Albany Railroad at 10.30 A. M. Tuesday, April 24, in vestibuled Pullman palace sleeping cars. The route is *via* Worcester, Springfield, Albany, Utica, Syracuse, Rochester and Buffalo, to Chicago, over the superb Boston & Albany, New York Central and Michigan Central lines. Persons who desire can join the party conveniently at the cities named or at other points. The train will reach Chicago at 3.00 P. M. the following day, and two hours later will depart from Chicago *via* the Atchison, Topeka & Santa Fe Railway.

The New York passengers are to depart from the Grand Central station, Forty-second street, *via* the New York Central & Hudson River Railroad, at 1.00 P. M., Tuesday, April 24, and the route from Albany will be the same as that of the Boston passengers.

Passengers from Philadelphia will leave that city from the Reading Terminal station, corner Twelfth and Market streets, Tuesday, April 24, at 9.00 A. M. *via* the

Philadelphia & Reading and the Lehigh Valley routes. In Chicago there will be a transfer to the Dearborn station, from whence the train will depart at 5.00 P. M.

Westward to Denver.

Leaving Chicago Wednesday afternoon *via* the Atchison, Topeka & Santa Fe system, the party will continue through southern Illinois. The Mississippi River is crossed at Fort Madison. Parts of Illinois and Missouri are crossed at night, and Thursday morning finds the traveler approaching the Missouri River, with the stirring city of Kansas City looming up in front. This place lies upon the boundary line of two states — Missouri and Kansas — with its chief population, public buildings, etc., in the former.

Through Kansas.

Our course from Kansas City to the Colorado State line takes us 486 miles within the borders of Kansas. The State embraces in alternation broad, level valleys and high, rolling prairies, with a gradual rise towards the Rocky Mountains. The eastern section, through which we pass by daylight, is well watered, well settled, and is devoted largely to corn and wheat, of which the yield is enormous. The Kansas or Kaw River is followed up as far as Topeka, the State capital and a very pretty city, and the railway then passes through a rich coal section and a productive farming region, reaching the Arkansas River near Hutchinson. Western Kansas and Eastern Colorado are given up largely to cattle-grazing.

Colorado.

Entering Colorado a little distance west of Coolidge, we find that the plains look dry and barren, but nevertheless they furnish good grazing. We are at times on

what were once famous buffalo grounds. Antelopes are frequently seen near the track; and villages of those queer little animals, the prairie dogs, are also common. Deer, like the buffalo, were long ago driven back from the railroads, and the latter have become almost wholly extinct.

Colorado embraces 103,645 square miles. Of the United States, Texas (262,292 square miles), California (158,000 square miles), Montana (143,776 square miles), and Nevada (109,740 square miles) only exceed it in area; and of the Territories, only New Mexico and Arizona. Upon first entering Colorado, little change will be noticed in the physical aspect of the landscape, except that the prairie gradually becomes more rolling. At La Junta the Denver line of the Santa Fe system leaves the main line and continues northward, gradually approaching the picturesque peaks forming the front range of the Rocky Mountains. The shapely Spanish Peaks, the Culebra range, the high summits of the Greenhorn and Pike's Peak are among the giant landmarks earliest seen. Pueblo and Colorado Springs are the chief places north of La Junta, and at the latter point we are in proximity to noble Pike's Peak and Cheyenne Mountain, which rise in imposing majesty only a few miles away.

Denver.

Arriving in Denver Friday forenoon, the elegant Brown Palace Hotel will be the headquarters until the following day. A carriage drive Friday afternoon will bring into view the most attractive sections of this beautiful Western city. In 1860 Denver was a straggling camp, consisting principally of log cabins and tents. The last census placed it the twenty-sixth in the list of American cities. The nearness of the mountains gives the city a magnificent outlook upon the snow-clad peaks which stretch southward for two hundred miles. Its streets are regularly and handsomely

THE OLD MISSION AT SANTA BARBARA.

laid out; its public and business edifices and its private residences are elegant and substantial; schools, churches and newspapers abound; and, in short, Denver has every sign of thrift, enterprise, wealth and progress. The Brown Palace Hotel is one of the finest hostelries in the country.

Manitou.

Leaving Denver Saturday morning, Manitou will be reached about 1.00 P. M., and the cars will be side tracked until Sunday evening. This famous resort is only six miles distant from Colorado Springs and is situated in a narrow valley penetrating the main range through the foot hills. The red rocks of the neighboring elevations give the surroundings a very singular aspect. Through an opening in the hills the snow-white crest of Pike's Peak is seen. The principal springs, six or seven in number, are situated on the banks of Fountain Creek, a swift mountain stream which flows through the centre of the village, or on Ruxton's Creek, which flows into the other from Engleman's Cañon just below the Ute Pass. The Navajo, Shoshone and Manitou Springs are within a few minutes' walk of the station, as is also the splendid bathing-establishment opened in 1884. The Ute Iron Springs are a mile and a half from the village. Pike's Peak is 14,134 feet high, and a railway of the cog-wheel kind carries passengers from the village to the very summit. Cameron's Cone, a neighboring mountain, has an elevation of 11,560 feet.

Saturday afternoon there will be a charming carriage drive through the Garden of the Gods and to other points of interest in the vicinity of Manitou. The Garden of the Gods lies east of Manitou, between it and Colorado Springs. It is a park-like tract inclosed by cliffs and hills; and scattered about its surface are fantastically formed rocks carved by the elements in past ages. The approach on one side is

through a great gateway, the massive portals of red sandstone rising to a height of 380 feet. The view of Pike's Peak had through this gigantic frame is very fine. The rock forms are of every size, and are tinted with different colors, red and yellow predominating. Castles, towers and pinnacles, grotesque heads and groups, and many other strange objects are seen. These strange forms were carved by the elements from the sedimentary rocks which were deposited in the long, long ago, when a broad sea covered the eastern plains and beat against the base of the mountains. Williams's Cañon is near Manitou Springs; and a mile from the entrance is the Cave of the Winds, an extensive and beautiful cavern. The Manitou Grand Caverns, which are situated in the Ute Pass, with an entrance about 200 yards above Rainbow Falls, were more recently discovered.

The Royal Gorge.

There will be a halt at Pueblo until morning, so that the magnificent scenery of the cañon of the Arkansas may be enjoyed. The most impressive scenery is found in the portion of the cañon known as the Royal Gorge, some ten miles in length. Mountains of rock running up almost perpendicularly nearly half a mile in height, and terminating in dizzy pinnacles, seem ready to fall upon the adventurous traveler. The train winds along the course of the narrowing stream, and its onward progress seems barred in a hundred places by huge cliffs. The Arkansas, crowded to narrower limits, brawlingly disputes the right of way with the iron steed; and at one place the latter finds a foothold on a hanging bridge. Emerging from the dark and gloomy ravine, the road continues up the side of the Arkansas River, with the Arkansas Hills upon the right and the lofty snow-clad peaks of the Sangre de Cristo range upon the left.

Over the Rocky Mountains.

Later we cross the Rocky Mountains at Tennessee Pass, and descend the western slope of the range through the Eagle River Cañon, the walls of which are dotted with mining camps and mining paraphernalia, while the scenery is very grand. The last eighteen miles of the distance before reaching Glenwood Springs is through the magnificent scenery of the cañon of the Grand River. Here the mountain walls shoot up in towering columns and gigantic turrets, to a height of 2,000 feet, while a torrent roars and plunges between. In places the rocks are a flaming red.

Glenwood Springs.

This famous mountain resort is situated at the confluence of the Grand River with Roaring Fork, in a picturesque valley surrounded by forest-clad hills. The Colorado is an elegant hotel occupying a terrace above the river, the celebrated swimming-pool, and the princely bathing establishment. The "Big Pool," or Natatorium, covers upwards of an acre, and is from three and one-half to five and one-half feet in depth. The hot water pours in at a temperature of 120 degrees Fahrenheit, and at a rate of 2,000 gallons per minute, but is reduced to a pleasant temperature for bathing by fresh water from the mountain stream. There are also unique cave baths.

Over the Rio Grande Western Railway.

From Grand Junction, Colo., our route is over the Rio Grande Western Railway. The Green River is crossed some sixty miles north of its junction with the Grand River, and 200 miles west of Glenwood Springs. Passing through Castle Cañon, the road ascends the east slope of the Wahsatch Range by the side of the South

Fork of the Price River, and descends the western side from Soldier Summit, following the course of Clear Creek and Spanish Fork to Provo. Salt Lake City is forty-five miles beyond Provo, and our train will be due there about noon on Tuesday, when there will be a transfer to the elegant hotel, The Knutsford.

Salt Lake City.

Salt Lake City, or Zion, as it is called by the Latter-Day Saints, is beautifully situated. It covers a wide expanse, and has a population of upwards of 50,000, a large proportion being Mormons. It is emphatically a city of cottage homes, and the number of people who own the houses in which they live is said to be greater in proportion to the population than in any other city of the Union. The streets are wide and shaded, and in each are two swift-flowing streams of pure mountain water. The lines of shade trees, with groups of fruit trees and luxuriant gardens, make the city seem one mass of foliage. Spurs of the Wahsatch Mountains rise to a great height a few miles distant on the east and north, and twelve miles west are other rugged ranges. There are copious sulphur springs near the city, and rich silver mines are in the mountains, twenty miles or more away. Among the edifices demanding attention are the Tabernacle and the Temple. The former is a vast building, oval in form, 233 by 133 feet with a roof seventy feet from the floor. There are seats for 8,000 persons and above the platform is a large organ. The Assembly House, a smaller edifice than the Tabernacle, but finished much more elaborately, is intended for a place of worship in the winter season. It contains an organ, and numerous frescoes depicting scenes in the history of the Mormon church. The Temple, near by, which was begun April 6, 1853, and dedicated just forty years later, with ceremonies continuing for two weeks, cost $4,000,000.

Visitors are admitted to the Tabernacle, but not to the Temple. Among the other Mormon edifices are the "Lion," "Bee Hive," and "Gardo" houses, built as residences by Brigham Young, the tithing offices situated between the "Bee Hive" and the Temple, and the gigantic warehouse of "Zion's Co-operative Mercantile Institution," known in short as the "Co-op. Store." Camp Douglas, the headquarters of the United States troops, is finely situated upon a plateau east of the city. Guard mounting occurs every morning at 8.45 o'clock. There will be a carriage drive about the city Tuesday afternoon.

From Salt Lake City Westward.

Leaving Salt Lake City Wednesday, we proceed thirty-six miles north by the Rio Grande Western Railway to Ogden, where we enter upon the Southern Pacific Company's line for the farther journey to the Pacific coast. The scenery along the shores of the Great Salt Lake is very interesting. This remarkable inland sea covers about 3,000 square miles, its greatest length being ninety-three miles, and its greatest width forty-three miles. While the Atlantic Ocean contains 3½ per cent. of solids, Great Salt Lake has 14 per cent. Promontory Point, where the last spike uniting the iron bands which had stretched out from the Atlantic and from the Pacific was driven, May 10, 1869, is fifty-two miles from Ogden. Near Tecoma the Nevada State line is crossed. Nevada has an area of 109,740 square miles, and the Southern Pacific Company's Ogden line traverses it for 456 miles. The scenery is generally characterized by bold and rugged mountains, capped with snow, and wide stretches of desert plain. Many fruitful sections, however, are passed through. Indians, generally Shoshones, or Piutes, are frequently seen about the stations in picturesque groups. There are several Indian villages near the railway.

Across the Sierra Nevada.

Beyond Reno, one of the liveliest and most flourishing towns of the Silver State, we ascend the valley of the Truckee River, entering the State of California about fifteen miles west of Reno, and cross the magnificent range of the Sierra Nevada. From Truckee we follow up the cañon of Donner Creek and Cold Stream Creek, and just before the summit is reached, Donner Lake is seen on the right. A melancholy interest attaches to this beautiful spot. On Donner Creek is Starvation Camp, where, in the winter of 1846–47, Donner and his party, a company of eighty-two persons, met with privation and disaster. Thirty-six of the number perished, and of a party of thirteen who went out for help, ten more were forced to succumb. Relief was sent, but all the survivors could not be saved, and the heroic Mrs. Donner remained behind to die with her husband. On the western slopes the grades are heavier than on the eastern side. In the passage over the mountains the traveler is treated to an extensive acquaintance with that necessary — though to the sight-seer rather aggravating — device, the snowshed. These wonderful wooden tunnels cover over thirty-three miles of the railway line, and cost from $8,000 to $12,000 per mile. In some places, where masonry was needed, the cost was $30,000 per mile. At Emigrant Gap, Giant Gap, Blue Cañon and Shady Run, the scenery is magnificent. Another very picturesque view is from Cape Horn, where the road rounds a mountain promontory on a little shelf 2,000 feet above the bed of the American River, which appears at this height like a slender thread of silver. Stretching away to the left is a deep ravine, bordered by mountain walls, along which may be seen the stage road, which leads to the old mining town of Iowa Hill. Along the railway line are many traces of the old placer mining, and of the more recent hydraulic process, which washes away even the hills themselves.

Sacramento.

The party will reach this city, the state capital of California, Thursday afternoon. Sacramento is a handsome city, ninety miles from San Francisco. It is situated on the Sacramento River at the mouth of the American River, and is handsomely laid out with avenues, parks, and many elegant homes. The capitol is a noble edifice that cost the Commonwealth about $3,000,000. It fronts upon a park that contains many rare trees and flowers. The E. B. Crocker Art Gallery is much the finest collection of paintings and statuary on the Pacific coast. Sacramento county is devoted largely to fruit culture, and the railway shipments from here are enormous. As there will be another opportunity for passengers to see this city, the train will not remain long, but will continue southward *via* Lathrop.

The Tehachapi Loop.

One of the most remarkable triumphs of railway engineering ever achieved in any part of the world is found just north of Tehachapi Summit. A group of mountain peaks and crags belonging to the terminating southwestern spur of the Sierra Nevada here disputed the advance of the iron steed; but by a series of complex and bewildering curves, and finally, by actually crossing its own line at the famous "Loop," a pathway was made. The "Loop" is 3,795 feet in length and the lower track is 78 feet beneath the upper one. We shall pass the "Loop" Friday morning. Beyond the Tehachapi Mountains we cross the western section of the Mojave Desert, where we get our first view of the yucca palm, which is here found in great abundance. At Saugus we leave the main line of the Southern Pacific Company, and proceed to Santa Barbara over a branch road. Fifteen miles from Saugus is the

Camulos Ranch, the home of Helen Hunt Jackson's heroine, Ramona. Arriving in Santa Barbara we shall transfer to The Arlington, and there remain until Monday morning.

Santa Barbara.

From San Buenaventura to Santa Barbara, the railroad follows the seashore, and many charming views are had with the broad Pacific Ocean on the one side and the mountains and picturesque valleys on the other. Santa Barbara is one of the oldest of all the Southern California resorts. It is delightfully situated upon a gentle slope, with the blue waters of the Pacific on one side and the purple peaks of the Santa Ynez Mountains, from 3,500 to 4,000 feet high, on the other. Santa Barbara has a population of about 6,000 people, whose homes are embowered in gardens of roses and shaded by the eucalyptus, palm, pepper, and magnolia. Its climate is deservedly famous for its mildness and uniformity, the mean temperature of January being 53 degrees and of August 67 degrees. The view oceanward embraces the hill-studded island of Santa Cruz, Santa Rosa, San Miguel, and Anacapa. We shall make The Arlington our headquarters during our stay. The surroundings of Santa Barbara are very romantic, and a carriage drive to some of the various points of interest will be a feature of our visit. State street, upon which our hotel is situated, has been paved with concrete, and is now one of the finest avenues in America. The old Franciscan Mission, established in 1782, the best preserved of all the old California churches, stands upon an elevated slope back of the town, forming a picturesque object in the outlook towards the rugged mountains. Montecito is a lovely suburb of Santa Barbara, and there are some hot springs on the heights beyond.

A SOUTHERN CALIFORNIA HOME.

San Diego and the Hotel del Coronado.

On leaving Santa Barbara we proceed first to Los Angeles *via* Saugus, and thence southward to San Diego. For a considerable distance before reaching San Diego we are upon the shore of the ocean, along which are some charming views. Near San Juan is the old mission of San Juan Capistrano, founded in 1776, and later destroyed by an earthquake. On arrival at San Diego there will be an omnibus transfer to the famous Hotel del Coronado, Coronado Beach, crossing the bay by ferry.

San Diego County is the southernmost county of California, and adjoins Mexico. The city of San Diego, situated upon its southern seacoast, with the finest harbor south of San Francisco Bay, is the oldest of the California mission towns, the first of the mission churches having been planted there in 1769, and the "pueblo" organized in 1835; but, like Los Angeles and other Southern California towns, its present importance is wholly of recent growth. In fact, the San Diego of to-day is five miles distant from the original site. The development of this region followed the building of the Southern California Railway. With a remarkably fine climate, unsurpassed on the whole globe for equability and salubrity, it is claimed, added to its other advantages, San Diego is naturally a favorite place of resort for Eastern people. The fruits of the temperate zone and the tropics here grow side by side, and the yield, both of vegetables and fruits, is immense.

Between San Diego Bay and the ocean is a tongue of land, widening at one place and again at its extremity, between which and the cliffs of Point Loma is the entrance to the bay. One of these broad sections, which is directly opposite San Diego and not over a mile distant, has been converted into a magnificent seaside resort by a wealthy corporation called the "Coronado Beach Company." With a matchless ocean beach on one side, stretching away for miles, and a quiet and peaceful

bay on the other, a charming town has arisen. The Hotel del Coronado is an immense establishment which was thrown open to the public February 13, 1888. The great dining-room has an area of 10,000 square feet, unbroken by post or pillar, and is thirty-three feet in height. It will seat 1,000 persons. The theatre and ball-room is a lofty domed apartment with an area of 11,000 square feet. The hotel is under the energetic management of Mr. E. S. Babcock.

Riverside.

Our next sojourning place is the charming town of Riverside. Here we shall make the Glenwood Tavern our headquarters.

Riverside is older than most of the valley towns, and is a paradise of orange orchards, vineyards and gardens. Magnolia avenue is a magnificent double driveway, divided by a row of pepper trees, and lined for many miles with handsome villas and beautiful gardens. There are over 100 miles of irrigating ditches within the town. Some of the finest orange groves in California are in or near Riverside. Rev. Thomas K. Beecher called Riverside a "garden-plat ten miles long." As a matter of fact, Magnolia avenue, already referred to, is twelve miles long and 132 feet in width, while the newer Victoria avenue promises to rival even this splendid thoroughfare. The San Bernardino Range, with the highest peak of all plainly in view, is only about a dozen miles away.

Redlands.

Like Riverside, the beautiful and prosperous young town of Redlands lies in the heart of the rich orange belt of Southern California. In fact, the two places are but a few miles apart. The nearness of the San Bernardino Mountains makes the

outlook across the lovely valley a constant charm. The Casa Loma has a fine and commanding situation, and the views from its vicinity are delightful.

Los Angeles.

From Redlands we shall proceed to San Bernardino, and thence through the beautiful San Gabriel Valley to Los Angeles. Arriving in that city, where upwards of a week will be passed, the party will be transferred to the Hotel Van Nuys. Los Angeles is the Metropolis of Southern California, a beautiful city in itself, and the centre of a most charming section of the Golden State. *La Puebla de Nuestra Señora la Reina de los Angeles* (literally the Town of our Lady the Queen of the Angels, to give its old Spanish title in full), is situated in the great southern fruit belt, 482 miles south of San Francisco by railway. The town was founded in 1781. It had already attained considerable size and dignity at the time of the American conquest, although its chief increase in population, business importance and wealth has been the result of recent growth. From a little collection of adobe huts it has become a handsome city. With scarcely 12,000 inhabitants in 1880, it increased in a decade in population to 50,395. No city in America has advanced more rapidly or more surely. The city is brilliantly lighted by electricity; and cable cars, electric, motor lines, and horse cars, in addition to several lines of steam railway, supply transportation facilities. It is an important centre for two great railway lines — the Southern Pacific and the Santa Fe. The old section of the town was irregularly built of adobe; but the march of improvement has left but few relics of early Los Angeles, except the original church, which stands upon Main street, in the midst of all the life and bustle of the reiuvenated city — a quaint reminder of other days.

The public buildings are spacious and elegant, and the business blocks in many instances handsome and imposing.

Pasadena and Santa Monica.

In the course of the stay at Los Angeles the parties for the Yosemite Valley will be made up to leave on different days. Time will also be taken to visit two of the most charming resorts in the neighborhood — Pasadena and Santa Monica. Pasadena is situated in the northwest corner of the San Gabriel valley at the base of the Sierra Madre Mountains. It is 900 feet above the sea, which is twenty-five miles distant, and about eight miles from Los Angeles. It is a city of flower-embowered homes, while vast stretches of orange orchards and vineyards adorn the gently-rolling surface of the country round about, giving it a picturesque contrast to the towering, snow-capped mountains which rise only a few miles distant in the north. A carriage drive will aid the visitors in viewing the many attractions of Pasadena.

Santa Monica is a delightful seaside resort seventeen miles from Los Angeles. The climate is so mild that sea bathing is indulged in through the entire year. There are delightful drives leading to numerous cañons in the neighborhood, and a steam yacht makes frequent trips around the bay.

From Los Angeles to San Francisco.

As already said, the Yosemite parties will be made up during the stay at Los Angeles. The passengers who do not go to the Yosemite will leave that city Monday afternoon, May 21, in Pullman palace sleeping cars, and proceed northward, crossing the Tehachapi mountains for the second time. At Lathrop the party will leave the

route followed in the southward journey, and continue *via* Tracy, Martinez, Port Costa and Oakland to San Francisco.

San Francisco and the Palace Hotel.

The metropolis of the Pacific coast is one of the most interesting cities in America, and is becoming more beautiful and attractive year by year. It is naturally metropolitan in character, and the visitor can take a foreign jaunt in miniature by walking through certain sections of the town. In some particulars, and notably in its street-car service, it was for many years in advance of the older cities of the country. With one of the finest harbors on the globe and occupying an important position in connection with the world's commerce, its shipping interests are of vast proportions. The growth of the city has been very rapid, especially since the opening of the Central Pacific Railroad, in 1869. The greatest curiosity in San Francisco is the Chinese quarter, a rectangular block seven squares in length by three and four in breadth. It is near the business centre and only a few blocks away from the palaces of the railway millionaires. The houses are nearly all tall, decayed buildings, swarming with tenants. The blocks are cut up into sections by narrow alleys, and filled with squalid underground dens, and attics whose overhanging dormer windows shut out all but a slender patch of sky. The cellars are occupied as shops, factories, or opium dens. The main streets are lined by the stores of the large Chinese merchants. You find yourself in a populous corner of China. Even the fronts of the houses have assumed a Celestial aspect, not only in the signs and placards at the windows and shop fronts, but in the altered architecture and decorations. An interesting experience is to spend a half-hour in watching the performance in a Chinese theatre, and listening to the ear-piercing, mournful music, and then

adjourning to a neighboring restaurant, drink genuine Chinese tea in Celestial fashion. The public buildings and business edifices of the city are handsome and in many instances imposing. Golden Gate Park, a beautiful tract of 1,013 acres, reclaimed from the sand dunes, is about three and a half miles from the Palace Hotel. Several of the street-car lines lead thereto. The beach, Cliff House and Seal Rocks are about the same distance beyond the entrance to the park. The Sutro swimming baths are the finest in the world. The military reservation, known as the Presidio, may be reached by cable cars. The Palace Hotel, which will be the headquarters of our excursionists in San Francisco, is a vast establishment, and in reality one of the wonders of the Pacific coast. Not only is it one of the largest hotels in the world, but at the same time one of the richest and most elegant. In one edifice it covers the block bounded by New Montgomery, Market, Annie and Jessie streets, occupying an area of 96,250 feet; and the distance around its outer wall is exactly one quarter of a mile. In addition, the Grand Hotel on the opposite corner of Market and New Montgomery streets has been absorbed in this colossal hostelry. The hotel is under the direction of John C. Kirkpatrick, managing director, and George B. Warren, assistant manager. The chief cable and electric-car lines are on Market street and on thoroughfares radiating therefrom, viz.: Sutter, Post, Geary, Powell, McAllister, Hayes, Haight, Valencia and Castro streets. There are also lines on Howard, California, Clay, Jackson, Union, Larkin, and other streets. The Market Street Railway Company has recently placed in commission an elegantly appointed car, the "Hermosa," accommodating twenty-five passengers, which can be chartered for the use of private parties in visiting Ocean Beach or other resorts, or to run over the Company's electric lines in any part of the city. So popular has this method of seeing San Francisco become that the car is in very frequent use.

Santa Cruz.

Several delightful resorts on the coast and inland, from 50 to 125 miles south of the Golden Gate, are to be visited in a side trip from San Francisco. We first go to Santa Cruz, 80 miles distant, taking the narrow-gauge line which extends from Alameda through Newark, Santa Clara, San Jose, Los Gatos and Felton, to the noted seashore resort named. The "Big Trees," a group of giant redwoods standing near Santa Cruz, will be visited before reaching our destination. These trees are the *Sequoia sempervirens* of the botanist, and the largest one of the group is said to be 366 feet high and 20 feet in diameter. The Sea Beach Hotel will be our sojourning place, and a carriage drive will serve to give an idea of the attractions of this famous resort. Both the beautiful beach and the cliffs will be visited. In places the cliffs are very abrupt, and the sea has carved them into grottoes, natural bridges, and curiously formed towers.

Monterey and the Hotel del Monte.

Leaving Santa Cruz at a convenient afternoon hour on the succeeding day, the party will proceed by railway around to the Hotel del Monte, in Monterey, at the opposite extremity of the bay, 46 miles distant. Monterey is one of the most interesting of the old Spanish towns on the Pacific coast. It was California's first capital, but it was not until 1880 that it became a fashionable watering-place. The site selected for the famous Hotel del Monte was in a stately grove of pine, oak and cedar, the trees being sufficiently scattered to admit of the adornment of the grounds by means of driveways, foot-paths, lawns, and beds of flowers. A plat of 126 acres was set aside and inclosed as the hotel grounds, while 7,000 acres more were puchased for other purposes. The general design includes a central edifice, with two

extensive wings or annexes, connected with the central structure by arcades, which extend in semi-circular form on each side. The verandas are very spacious, and the profusion of flowers about the house makes it especially attractive. There is a magnificent outlook upon shrubs and flowers in every direction. The Laguna del Rey is a beautiful lake, ornamented with a mammoth fountain; and the famous beach, with its magnificent bath building, containing several great swimming tanks, is but a short distance away.

San Jose and the Hotel Vendome.

At the conclusion of our stay at the Hotel del Monte we shall proceed by railway to San Jose, 75 miles nearer San Francisco, and on arrival in that city shall be transferred to the Hotel Vendome, which occupies a square of twelve acres not far distant from the station. San Jose is one of the handsomest and most enterprising cities in California. It is situated in the beautiful Santa Clara Valley and is one of the great centres of the fruit culture, cherries and peaches being specialties.

Mount Hamilton and the Lick Observatory.

One day will be devoted to an excursion by stage to the summit of Mount Hamilton, the site of the Lick Observatory. The elevation of the observatory is 4,209 feet, and San Jose stands eighty feet above the sea level. The air-line distance between the two points is only thirteen miles, but the road is twenty-six miles in length. The gradient is in all places kept less than six and a half feet in the hundred (343 feet to the mile), this being maintained through a series of turns no less than 367 in number. The road was built by the county of Santa Clara at a cost of over $75,000, in accordance with an agreement made between the supervisors and James Lick a few months before he died. It is a remarkable piece of engineering, and the ride is a

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constant source of delight, not only through the matchless views of the beautiful Santa Clara valley and beyond, constantly being unfolded, but also by reason of the ease with which it is accomplished. The observatory, which was founded by Mr. Lick, was erected and fitted up at an expense of nearly $1,000,000.

Friday afternoon the party will return by the direct railway line to San Francisco. Passengers who desire to visit Palo Alto and the Stanford University, can easily do so by taking one of the morning trains and rejoining the party when it arrives at Palo Alto in the afternoon.

From San Francisco to Portland.

The journey from California to Oregon will be made on the Southern Pacific Company's Mount Shasta line. This is an all-rail route, which extends through the Sacramento Valley, over the Siskiyou Mountains, and down through the Rogue, Umpqua, and Willamette Valleys of Oregon. Leaving San Francisco by the Oakland ferry, the party will proceed to Oakland Pier, where a train of Pullman palace cars will be in waiting. A short distance east of Sacramento the Oregon road branches northward from the Ogden line, passing up the rich and productive Sacramento Valley for its entire length. For over 100 miles the valley has a wide expanse, and the railway goes through Marysville, Chico, Tehama, Red Bluff, Redding, and other large towns.

The following morning finds us in the picturesque valley of the upper Sacramento, and approaching noble Mount Shasta. Frequent glimpses are had of the snow-white peak long before we reach Sisson's, but from that point the massive mountain is revealed in all its grand proportions. The mountain, which is eight miles distant, towers to the height of 14,442 feet. Its slopes are covered with everlasting snows

far down from its shapely summit; and as it stands out almost solitary and alone, its height and massiveness are all the more impressive. There are, in fact, three peaks, the central one being flanked on the west by a large crater, whose rim is at an elevation of about 12,000 feet. The railway strikes across to the Siskiyou Range, first descending to and crossing the Klamath River, the second largest stream in California. Not far north of the Klamath we cross the line into Oregon, and soon after dive into the Siskiyou Tunnel, losing sight of the great California mountain. On the north side of the range we descend by a wonderful series of curves into the charming valley of the Rogue River, a region of rich farms. Farther north is the valley of the Umpqua River, and from thence we cross to the valley of the Willamette, which we descend for nearly 200 miles to Portland. This valley, with its vast grain fields and its teeming farms, is almost a repetition of the valley of the Sacramento.

Portland.

Arriving in Portland, there will be an omnibus transfer to the magnificent hotel, The Portland. This establishment was erected by a company of citizens at a cost of about $750,000, and is one of the finest hotels on the Pacific coast. It occupies a whole square in one of the pleasantest and healthiest sections of the city, and its manager is Mr. H. C. Bowers.

Although Astoria was settled as early as 1811, the first white man is supposed to have landed on the present site of Portland in 1843. The city has progressed rapid within the past few years. The business thoroughfares are lined with fine edifices, and some of the residences on the upper streets are very tasteful as well as elegant and costly. From the slopes back of the city the views are magnificent. Mount Hood, 12,225 feet high, is the dominant feature in the landscape, lifting its

proud head above the far-stretching forests, while Mount Saint Helens and other mountains are also in sight. There will be a carriage drive through the finest portions of the city, and to the heights above.

From Portland to Tacoma and Seattle.

The journey from Portland to Tacoma and thence to Seattle is made upon the Northern Pacific Railway. Sometime before the former city is reached the magnificent outline of Mount Rainier is seen. This magnificent mountain, 14,518 feet high, stands at the head of the Puyallup Valley, and its grand proportions are best seen from Tacoma, looking up that stream. Several rivers head in the great snow-fields and glaciers which cover the summit and sides of the massive dome. Seattle, like Tacoma, is a large and populous city which has arisen on the shores of Puget Sound, the "Mediterranean of America." In a single decade the number of its inhabitants increased more than twelve-fold, and at the present time it occupies an important place in connection with mining operations in Alaska.

Puget Sound and Victoria, B. C.

The party will leave Seattle Saturday morning by steamer, and proceed to Victoria. Puget Sound has an area of 2,000 square miles, with an irregular shore line of 1,800 miles. The shores are generally densely wooded with gigantic fir trees, and at several points are huge saw-mills. There are numerous islands, and for the most part they are covered with timber, like the mainland. From Port Townsend the steamer proceeds across the head of the Strait of Juan de Fuca to Victoria, the capital of British Columbia. It is a beautiful city of some 23,000 inhabitants, and is charmingly situated at the southeastern extremity of Vancouver Island. The city presents many interesting features to the stranger. There is a populous "Chinatown," and mingled

with the Mongolians on the streets are many Songhish Indians. There is a reservation of this tribe near the city. The view from the upper streets or from the summits of Beacon or Church hills is very fine. During our sojourn in the capital city we shall stay at Victoria's famous hostelry, The Driard. There will also be an interesting carriage drive about the city and to Esquimalt, the noted British naval station.

Tacoma.

The beautiful city of Tacoma, situated at the head of Commencement Bay, had scarcely an existence a score of years ago. Its manufacturing interests are large and constantly increasing. The city occupies a high bluff, overlooking the sound and the Puyallup Valley, at the head of which stands the giant snow peak of Mount Rainier. During the visit to Tacoma the party will make its headquarters at The Tacoma.

Eastward over the Northern Pacific Railway.

The homeward journey is to be made over the Northern Pacific Railway. The first part of the journey lies through the Cascade Mountains. We descend on the east side of the range into the broad valley of the Yakima River, which forms one of the important tributaries of the Columbia. Nineteen miles east of Spokane, the boundary line between Washington and Idaho is crossed. The Northern Pacific Railway traverses a very narrow strip of the northern part of the last-named State, the distance from the western border to the eastern being about seventy-eight miles only. Near Clark's Fork station, we pass out of Idaho and into the State of Montana, which is very nearly as large as the great States of New York, Pennsylvania and Illinois combined. There are in Montana nearly 40,000,000 acres of grazing lands, and 16,000,000 which are suitable for farming, in addition to its vast wealth in mines. Missoula, the county seat of Missoula County, is beautifully situated at the

western gateway of the Rocky Mountains. It was formerly an isolated and remote frontier post, but the railroad has made it a stirring town.

The Rocky Mountains are crossed just west of Helena, and at Livingston we leave the main line for a tour through the Yellowstone National Park.

The Yellowstone National Park.

The reservation known as the Yellowstone National Park, set apart for public uses by an act of Congress passed in 1872, originally covered a tract of about sixty-five miles in length from north to south, and about fifty-five miles in width from east to west, lying chiefly in Northwestern Wyoming, and overlapping, to a small extent, the boundary of Montana on the north, and of Idaho on the west. This gave an area of about 3,575 square miles. To this was added in 1891, a forest reservation of nearly 2,000 square miles, comprising the country adjacent to the former park on the south and east. Thus the area of the national reservation has been extended eight miles south and about twenty-four miles east. The name "park" is perhaps misleading, as it is exceedingly diversified, containing numerous parks, or open tracts, as the name "park" has been bestowed in the mountain sections of Colorado, besides high mountains and beautiful lakes. The Rocky Mountain chain crosses the southwestern portion in an irregular line, leaving by far the greater expanse on the eastern side. The lowest elevation of any of the narrow valleys is 6,000 feet, and some of them are from 1,000 to 2,000 feet higher. The mountain ranges which hem in these valleys are from 10,000 to upwards of 11,000 feet in height, Electric Peak (in the northwest corner of the park, not far back of Mammoth Hot Springs) having an elevation of 11,300 feet. The drainage of the park area is divided among three distinct systems — the Yellowstone River, which has about three fifths, and

runs in a sinuous course from the southeast to the northwest corner of the park, mainly through deep cañons, and the Madison and Snake Rivers, which have about one fifth each. In 1871 Dr. F. V. Hayden made his preliminary survey, the report of which prompted Congress to set aside the tract as a public park. For several years Mr. Arnold Hague, with a corps of scientific assistants, made a series of careful surveys of the region, and their recently published reports convey a vast deal of interesting information about this remarkable section of the earth's surface. "The number of geysers, hot springs, mud pots, and paint pots," said Mr Hague in 1887, "exceeds 3,500; and if to these be added the *fumaroles* and *solfataras*, the number of active vents would probably be doubled." The same authority enumerates seventy-five active geysers in the four principal basins.

The park is under the care of the Secretary of the Interior, with military surveillance.

Mammoth Hot Springs.

We shall make two visits to the Mammoth Hot Springs — before and after the tour of the park.

The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Evarts, which has an elevation of 7,600 feet, 1,213 feet higher than the hotel. The whole plateau and the steep slopes extending down to the river are mainly composed of carbonate of lime deposits, resulting from springs now extinct. There are no active geysers at the present time in this basin; but two large cones of extinct geysers stand at no great distance from the hotel, and are almost the first objects to attract attention. These are Liberty Cap, an isolated shaft forty-five feet in height and twenty

in diameter at its base, and the Giant's Thumb, or Liberty Cap No. 2, about 100 yards distant and smaller. Both show signs of considerable age, and are gradually crumbling away. All around are numerous shallow basins; and in other parts of the plateau are cavities and caverns, from which hot springs probably flowed at some period more or less remote. The beautiful terraces, now in process of formation just below the active springs, are the most interesting objects to be seen, however. The recent deposits, on which the springs are at present found, occupy about 170 acres, and the total area covered by the travertine is about two square miles. There are seventy-five active springs, varying in temperature from 80 to 165 degrees Fahrenheit, in all of which algæ have been found growing. This vegetation, according to the investigations of Mr. Walter H. Weed, of the United States Geological Survey, has been found to play an important part in the formation of the travertine, and in producing its varied coloring. There are eight well-defined benches, or terraces. These are ornamented with beautifully-formed basins, over the rims of which the water finds its way in gentle rivulets and miniature cascades. The walls present the most delicate arabesques, and fretted stalactites depend from the edges. Rich cream and salmon tints predominate, but these deepen into shades of red, brown, green and yellow; while the turquoise blue of the waters affords a striking contrast of color. The principal objects of interest are the Liberty Cap and Thumb, already mentioned; the active springs, Pulpit Basins, Marble Basins and Blue Springs, on the main terrace; and Cleopatra's Bowl, Cupid's Cave, and the Orange Spring, which are higher and farther back.

On the Road to the Geysers.

Leaving the hotel at Mammoth Hot Springs, the party will proceed to the Lower and Upper Geyser Basins *via* the Norris Geyser Basin. This journey and the

subsequent trips about the park will be made in comfortable wagons. The early part of the journey lies over a road which ascends the slopes above the spring terraces, affording fine views of the lakes and pools, and also of Bunsen's Peak and other mountains. Silver Gate and Golden Gate are two of the prominent points on this marvellous thoroughfare. Above the latter point a grand view is had of Electric Peak, Quadrant Mountain, Bell's Peak and Mount Holmes. Near Beaver Lake are the famous Obsidian Cliffs, a ridge of volcanic glass from 150 to 250 feet high and 1,000 feet in length. We halt at the Norris Geyser Basin Hotel for lunch. The principal attractions in the Norris Geyser Basin are numerous springs and a few veritable geysers, the chief one being the Monarch. The Hurricane is a fierce, roaring spring, and the Growler is the significant name of another vigorous steam and water vent. These are brought under inspection soon after leaving the Norris lunch station, and we proceed twenty miles farther, past the beautiful Gibbon River Falls to the Fountain Hotel.

The Lower Geyser Basin.

The Fountain Hotel in the Lower Geyser Basin will be reached at a seasonable afternoon hour. This basin is a wide valley, with an area of between 30 and 40 square miles, having an elevation of 7,150 feet, or only 90 feet less than the Upper Geyser Basin, from six to ten miles distant. The chief points of interest visited by tourists are the Fountain Geyser and Mammoth Paint Pots, which are situated near each other. The Fountain is a very handsome geyser, and is in eruption five or six times daily. The Paint Pots constitute one of the chief wonders of the park. In a crater forty feet or more in diameter, there are numerous mud springs, in which the material cast forth has the appearance of paint of different shades. The pasty material is exceedingly fine to the touch, and, as it bubbles up, generally assumes for

ON THE MOUNT WILSON TRAIL, NEAR PASADENA.

a moment some floral form. Nearly two miles distant easterly is another group of geysers and springs, including the Great Fountain, one of the most powerful geysers in the park.

The Excelsior Geyser and Prismatic Lake.

A halt will be made in the Midway Geyser Basin for the purpose of inspecting the great Excelsior Geyser, Turquoise Spring, and Prismatic Lake, all of which lie on the west bank of the river. The Excelsior, the largest geyser known in the world, is in a state of activity every six or seven years. The crater is an immense pit 330 feet in length and 200 feet in width at the widest part, the cliff-like and treacherous walls being from fifteen to twenty feet high from the boiling waters to the surrounding level. The name of Cliff Cauldron was given it by the Hayden Survey in 1871, and it was not until some years later that it was discovered to be a powerful geyser. Hell's Half Acre is another expressive title given to this terrible pit. Two rivulets pour forth from the cauldron and from the neighboring springs, and the deposits along their channels are very brilliantly colored.

The Turquoise Spring, near the Excelsior, is beautiful in its rich tints of blue, and Prismatic Lake, also near at hand, is another wonderful display of color.

The Upper Geyser Basin and its Wonders.

About five miles above the Excelsior Geyser we come to the Upper Geyser Basin. Here, in a nearly level tract inclosed by low hills, with the Firehole River flowing through it, and mainly upon the east side, are found the chief geysers of this marvellous region. The basin has an area of about four square miles, and a general elevation of 7,240 feet. There are here forty geysers, nine of which are large, besides

many beautiful hot springs. The Upper Basin group includes, with others, the following: Old Faithful, Castle, Bee Hive, Giant, Giantess, Grotto, Grand, Oblong, Splendid, Comet, Fan, Mortar, Riverside, Turban, Saw Mill, Lion, and Lioness. These are scattered over the surface of the basin, chiefly along the river bank, Old Faithful being at the southern extremity, and the Fan, Mortar and Riverside at the northern end, near where the wagon road enters the basin. The Grotto, Giant, Oblong and Castle are near the road. The Bee Hive, with its handsome cone, from which the geyser takes its name, together with the Giantess and Lion group, is upon the opposite side of the river from the hotel. The Lone Star Geyser, celebrated on account of the size and beauty of its cone, is between four and five miles south of the hotel. Many beautiful springs are in proximity to the geysers, forming objects of interest second only to the mammoth fountains of hot water. The subterranean forces are never at rest, and the Upper Geyser Basin at all times presents a strikingly weird scene. Strange sights and sounds greet the visitor on every side. Clouds of steam arise from a dozen different localities, some of the springs being hidden in the timber which covers the neighboring mountain-sides. There are daily eruptions of some of the geysers, while others have longer intervals of quiescence. Old Faithful makes a magnificent display once an hour, and is one of the handsomest geysers in the park.

From the Lower Geyser Basin to Yellowstone Lake.

The new route from the Lower Geyser Basin to Yellowstone Lake passes over the Continental Divide, and affords splendid views of Shoshone Lake and a portion of the park not otherwise seen. The road emerges upon the lake near West Bay, or The Thumb, and farther along on the route is the Natural Bridge, which is one

of the minor marvels of the park. A small steamboat plies upon the lake between West Bay and the hotel, near the outlet.

Yellowstone Lake.

This large and beautiful sheet of water lies at an elevation of 7,741 feet, according to the latest measurements of the United States Geological Survey. It covers a superficial area of 139 square miles, with an irregular shore line of about 100 miles, and is the largest lake in North America at this altitude. Upon a bluff at the entrance of a little bay near the outlet a new and commodious hotel has been built. The view from this point is charming. In the southeast are some of the highest mountains in the park — including Eagle Peak (11,100 feet), Silver Tip (10,000 feet), Mount Chittenden (10,000 feet), Cathedral Peak (10,500 feet), Mounts Doane, Langford, and Stevenson (all three over 10,000 feet), and other landmarks of the Absaroka, or Wind River ranges. In the south are Flat Mountain, Mount Hancock, and Mount Sheridan (10,200 feet). The latter is the highest of the Red Mountains, near Heart Lake. These peaks are blue in the distance, and the scenery is suggestive of the picturesqueness of the Swiss lakes. About three and a half miles from the hotel, at an elevation of 8,000 feet above the sea, is a natural bridge, to which reference has already been made. A little stream has worn its way down through a rock wall, and directly under the arch is a fall of about forty feet.

The Falls and Grand Cañon of the Yellowstone.

Leaving the Lake Hotel in the morning, we shall proceed to Yellowstone Falls and the Grand Cañon of the Yellowstone. We pass on our way a wonderful object known as the Mud Volcano. It is a pit about twenty feet in depth, and from a

capacious opening on one side at the bottom boiling mud surges forth with great vehemence. The road follows the west bank of the river all the way, and affords many delightful views in which dense groves, broad stretches of open country, and the winding Yellowstone are charmingly united. The scenery for the greater part of the distance, indeed, is the most picturesque and diversified of any in the park. It is not an infrequent experience to observe thousands of large trout swimming in the river or leaping to the surface. Their numbers are legion, and it is seldom that one is seen weighing less than a pound. Upon its approach to the Cañon Hotel the road crosses Cascade Creek, just above the pretty Crystal Cascades. The Yellowstone Falls are two in number. At the head of the Upper Fall the river has a width of about eighty feet, and the waters plunge over a shelf between walls that are from 200 to 300 feet in height, upon a partially submerged reef 109 feet below. Dense clouds of spray and mist veil fully one third of the cataract.

Half a mile below this fall is the Lower or Great Fall, which is grander and more impressive than the other, though not more picturesque. Here the waters pour into the fearful abyss of the Grand Cañon, the sheer descent being 308 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view point at the verge of the fall. The best views, however, are had farther down the trail, where many favoring points afford an outlook into the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and *Algæ*.

The cañon is considered by many the greatest of the park marvels. There may be deeper gorges elsewhere, but they cannot exceed in impressive beauty the marvellously pictured rift through which the Yellowstone winds its way after its last grand leap. A narrow trail runs along the western edge, and there are many jutting points

from which new vistas are opened through this enchanted land. The walls are in places perpendicular, though generally sloping; while at the bottom is the fretted and fuming river, a ribbon of silvery whiteness or deep emerald green. Along the bottom of the cañon are domes and spires of colored rock, some of them hundreds of feet in height, yet reduced to much smaller proportions by the distance. On the apex of one of these pillars is an eagle's nest. But the gorgeous coloring of the cañon walls is its distinguishing feature. The beholder is no longer left in doubt as to the reason for bestowing the name of Yellowstone upon this remarkable river. The beautifully saffron-tinted walls give the explanation. There are other tints in opulence. Crimsons and greens are seen with all their gradations and blendings. Emerald mosses and foliage form the settings for dashes of bright rainbow colors. Among the new improvements in the vicinity of the Cañon and Falls is a bridge across the Yellowstone, which will make the beautiful region east of the river accessible, and a good carriage road to the summit of Mount Washburn.

From the Cañon to the Mammoth Hot Springs.

From the Cañon of the Yellowstone a road extends directly west to Norris Geyser Basin, which is about a dozen miles distant. The latter part of the way is beside the Upper Gibbon River. The Virginia Cascades, which are at the side of the stage road, form one of the prettiest sights in the park. This beautiful waterfall is situated on the upper waters of the Gibbon. The stream courses down a rocky incline for 200 feet or more; and the road, after approaching the cascade at the top, descends the hill in front of the fall. Just beyond, the road makes a sharp bend around a rock barrier called Cape Horn. From the Norris Geyser Basin Hotel, where we take lunch, we proceed to Mammoth Hot Springs, arriving at the latter point in the afternoon.

From the Yellowstone National Park Eastward.

Taking our departure from the hotel at Mammoth Hot Springs by stage, the party will proceed to Cinnabar, whence our route takes us back to Livingston on the Park branch, and then eastward on the main line of the Northern Pacific Railroad. For some 350 miles we follow the banks of the Yellowstone, meanwhile passing through Billings, Miles City, Glendive, and other flourishing towns. Soon after crossing the North Dakota line the train passes through a section of Pyramid Park, or the "Bad Lands." The mighty forces of water and fire have here wrought strange confusion. Buttes from 50 to 150 feet high are seen, with rounded summits, steep sides, and variegated bands of color. The black and brown stripes are due to veins of impure lignites, from the burning of which are derived the shades of red; while the raw clay varies from a glaring white to a dark gray. The mounds are in every conceivable form, and are composed of different varieties of argillaceous limestone, friable sandstone, and lignite, lying in successive strata. The coloring is very rich. Between these curiously shaped elevations are ravines and gulches, through which streams meander; and there are occasional park-like tracts that afford nutritious grazing for cattle. The term "Bad Lands," as applied to this region and generally understood, is certainly a misnomer. The old French *voyageurs* described the region as "*mauvaises terres pour traverser*," meaning that it was a difficult country to travel through, and the term has been carelessly translated and shortened into "Bad Lands."

The region lying east of the remarkable section just referred to is devoted chiefly to cattle grazing. The appearance of the country is that of a rough, rolling prairie, with here and there a bold elevation in butte form. Between Mandan and Bismarck the railroad crosses the Missouri River on a magnificent three-pier iron bridge, which cost $1,000,000. The thriving city of Bismarck, which lies on the east side of the

Missouri, is the capital of North Dakota. Jamestown is another flourishing place, and east of there we pass through the great Red River wheat belt. The famous Dalrymple farms comprise some 75,000 acres of land. Fargo, the financial metropolis of the Red River Valley, is a stirring city. The Minnesota line is crossed between Fargo and Moorhead, and among the principal towns passed through in that Empire of the West are Glyndon, Lake Park, Detroit, Perham, Wadena, Verndale, Little Falls, Sauk Rapids and Anoka.

Minneapolis and St. Paul.

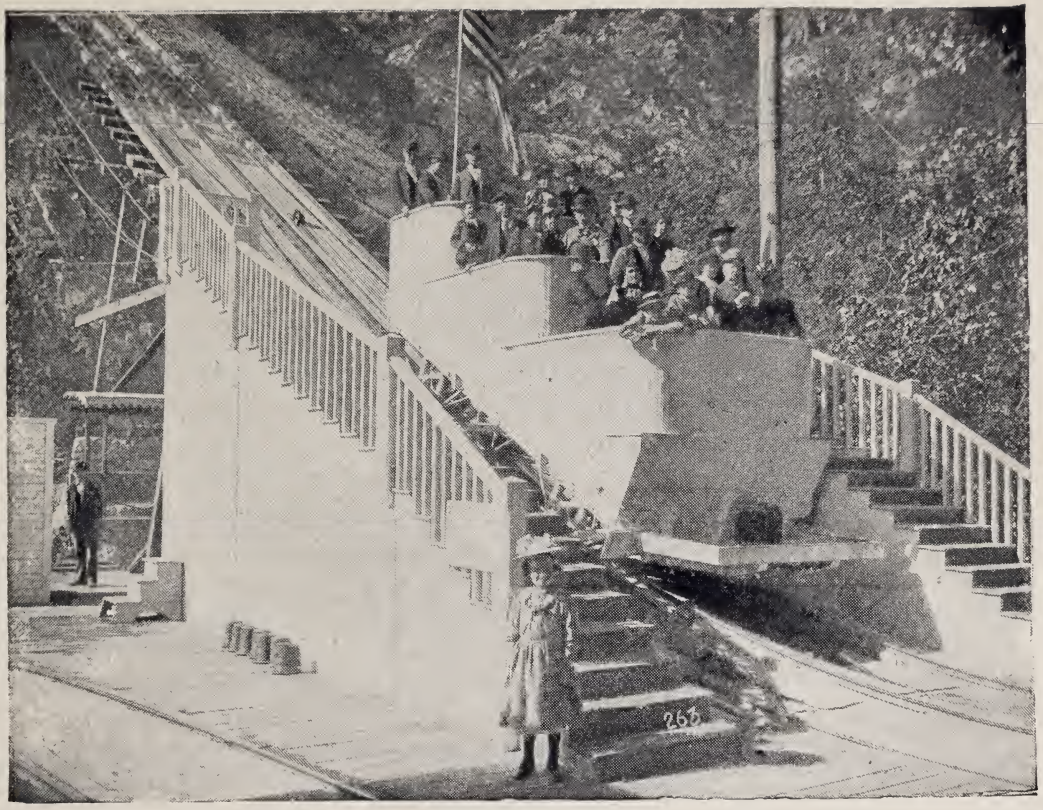
The stay in these two prosperous and beautiful cities will be long enough to accomplish much in the way of sight-seeing. Our headquarters in Minneapolis will be at the West Hotel, and in St. Paul at the Hotel Ryan.

From St. Paul Eastward.

Leaving St. Paul Monday evening, we resume the homeward journey *via* the Chicago, Milwaukee & St. Paul Railway to Chicago, arriving in that city Wednesday, at 9.30 A. M.; thence over the Michigan Central, the New York Central, and the Boston & Albany line. The Boston party will be due at the South station, Wednesday, June 27, at 3.00 P. M.

The New York passengers will be due at the Grand Central station, Forty-second street, Wednesday, June 27, at 1.30 P. M.

The Philadelphia passengers will return from Chicago *via* the Baltimore & Ohio line, and will be due at the station, corner of Twenty-fourth and Chestnut streets, Wednesday, June 27, at 3.09 P. M.



THE "WHITE CHARIOT" ON THE MOUNT LOWE RAILWAY.

A Tour from the Atlantic to the Pacific.

A COMPLETE ROUND OF

CALIFORNIA

AND A VOYAGE TO

ALASKA

INCLUDING VISITS TO

Many Picturesque Places in Colorado, Utah, Oregon, Washington, and ALONG THE BRITISH COLUMBIAN COAST, and also in Idaho, Montana, etc., with a week in the

YELLOWSTONE NATIONAL PARK.

The Party to Leave Boston, New York and Philadelphia Tuesday, April 24, and Return Wednesday, July 4.

PRICE OF TICKETS (all Traveling and Hotel Expenses Included) - - $635.00

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THIRTEENTH ANNUAL SPRING TOUR

—TO—

CALIFORNIA, THE PACIFIC NORTHWEST, ⊙ ⊙ ⊙ ALASKA ⊙ ⊙ ⊙

—AND THE—

YELLOWSTONE NATIONAL PARK

April 24 to July 4, 1900.

OUR thirteenth annual spring tour through Colorado, Utah, California, the Pacific Northwest and Alaska follows the same round of travel as the one described in the foregoing pages, up to the arrival of the party in Seattle, Friday, June 8, from which time there is a change of dates. Leaving Seattle June 9 there will be a magnificent voyage through British Columbian waters to Alaska on one of the fine passenger steamers of the Pacific Coast Steamship Company. The return journey from Tacoma and through the Yellowstone National Park is also an exact duplicate of the one already described, only the dates are two weeks later. It will thus be seen that all the descriptive matter respecting that trip

applies equally well to this one, and we therefore give here only an outline of the journey from the time the two parties diverge at Seattle.

The Alaska Voyage.

There will be a transfer Saturday morning from the hotel to the wharf, where we shall go on board the Alaska steamer, which is to be our home during the coming ten or twelve days.

Puget Sound.

The first part of the voyage lies through the waters of picturesque Puget Sound. This body of water has an area of 2,000 square miles, with an irregular shore line of 1,594 miles. The shores of the sound are in many places abrupt, and high mountains seem to environ this beautiful body of water. At the head of the broad peninsula west of the sound, extending towards the Strait of Juan de Fuca, is the Olympic range of mountains, from 6,000 to upwards of 8,000 feet in height. The steamer touches at Port Townsend and Victoria going or returning, and there will probably be a stay of several hours at the latter place. Northward of Puget Sound, and extending to the Gulf of Georgia, lies Washington Sound. In this region are San Juan, Orcas, Fidalgo, Lopez, and many lesser islands belonging to the same group.

Along the East Coast of Vancouver Island.

Vancouver Island stretches along the coast of British Columbia 200 miles, in a northwesterly direction, and our course lies through the inward channels and straits. From Victoria we turn northward through Haro Strait, which, with the San Juan Islands, lying easterly, has become historic through the contention of the United

States and Great Britain over the international boundary, trouble having arisen in consequence of the somewhat ambiguous phraseology of an old treaty. The question was whether this channel or Rosario Strait, one of the lesser channels lying farther eastward toward the mainland, was meant as the boundary line. The emperor of Germany, then king of Prussia, to whom the interpretation of the treaty was left, in 1872 decided in favor of Haro Strait, and thus threw into the United States the valuable group of islands referred to. The view from the steamer's deck is superb. Mount Baker, the noble Olympic range south of Victoria and across Juan de Fuca Strait, hundreds of other peaks on the islands and the mainland, and even distant Mount Tacoma, when the atmosphere is exceedingly clear, may be seen; while the picturesque shores of the archipelago through which we are passing form ever-changing visions of beauty. Emerging from Haro Strait, probably through Active Pass, we are for a time in the broader waters of the Strait of Georgia, and skirting Galiano, Valdes, and Gabriola Islands, which lie along the coast of Vancouver.

The passengers are quite likely to awaken the succeeding morning near Nanaimo, an old Hudson Bay Company's post, seventy miles north of Victoria. Near that town are extensive coal mines. We continue through the Strait of Georgia, which narrows when Lasqueti and Texada Islands are reached. The view of the mountains, especially of those on the mainland, is superb. Long lines of snow peaks, tossed into fantastic forms and gleaming in the declining sun like silver and gold, fill the eastern horizon. There is a series of wonderful fiords, penetrating the coast in some instances for 100 miles or more north of Burrard Inlet, known successively as Howe Sound, Jervis Inlet, Desolation Sound, Toba, Bute, Loughborough, Knight, Kingcombe, Seymour, and Belize Inlets. These are invariably lined with high mountains, the waters at their foot being of untold depths. About Jervis and Bute Inlets are

peaks between 8,000 and 9,000 feet high. A group of needle-like spires near the latter, 8,100 feet high, is especially notable. The whole region is uninhabited except by a few scattered Indian tribes; and the same may almost be said of the northwestern two thirds of Vancouver Island, where, in fact, no signs of human life are discernible except around a few saw-mills, salmon canneries, and two or three native villages. We enter Discovery Passage, the first of the river-like channels through which we are to journey for many hundreds of miles, passing on the right Cape Mudge, and from an expansion of the passage caused by an indentation of the Vancouver shore, known as Menzies Bay, pass into the famous Seymour Narrows. Through this contracted channel the tides rush with great velocity, sometimes running nine knots an hour. The steamer is so timed as to go through the Narrows with a favoring tide. Discovery Passage, and also Johnstone Strait, which is beyond, lying between Vancouver Island and the mainland, are lined with mountains of from 3,000 to 6,000 feet elevation. Farther inland on both sides are still higher peaks, of which occasional glimpses are had. In the interior of the island are mountains over 8,000 feet high. Down many of the heights cascades are seen coursing, especially after a recent rain.

Johnstone Strait is fifty-five miles in length, and is succeeded by a lesser stretch of water called Broughton Strait, which lies between Vancouver and Malcolm Islands. On Cormorant Island, opposite the Nimkeesh River, is the Indian village of Alert Bay, and at the south extremity of the town is a native burial-ground, where the graves are quaintly decorated with flags and rude carvings. These Indians are mainly of the Nimkeesh tribe, although there are also some of the Kwawkewlths, who come chiefly from Fort Rupert above, towards the head of Vancouver Island. The latter are among the most degraded people living on the coast, and, notwithstanding the

efforts of the missionaries, remain to a large extent in paganism. The conical peak seen on Vancouver Island, and long visible, is Mount Holdsworth (3,040 feet). When the open water is reached north of Broughton Strait, Fort Rupert, an old Hudson Bay Company's post, and now an Indian agency, is seen on the left.

Above Vancouver Island.

We now leave Vancouver Island, its northern and northwesternmost capes, Commerell and Scott, with the string of Scott Islands, being seen at the left after Queen Charlotte's Sound is entered. This body of water, less than forty miles in extent, and the still smaller Milbank Sound, farther north, are almost the only places where, even under the proper conditions for such things, the steamer is exposed to the roll of the sea, unless it becomes necessary to follow an outside course near Sitka, instead of threading some of the narrow and intricate passages. We look westward over the broad expanse of the Pacific Ocean. The vessel soon passes from Queen Charlotte's Sound under the lee of Calvert Island, and enters the landlocked channel of Fitzhugh Sound. Here again we have superb scenery on either side, the mountains of Calvert Island culminating in an exceedingly sharp peak known as Mount Buxton (3,430 feet), the retrospective view of which is fine. The soundings for the most part indicate very deep water. As we approach the northern extremity of the sound, where Burke Channel opens out on the right, opposite Hunter Island, the scenery increases in grandeur, the lesser and nearer hills being clothed to their summits with coniferous trees, while the more distant elevations are covered with snow. From Fisher Channel the vessel turns sharply to the left and enters the narrow Lama Passage, which, farther on, itself makes an abrupt turn northward. On the shores of Campbell Island, at McLaughlin's Bay, is the Indian town of Bella-Bella, and near it are some curiously

adorned graves of the natives. To this point the Indians come from Bella-Kula, eighty miles up Burke Channel, in the mountains, to trade. The northern entrance to Lama Passage, through which we emerge into the broad Seaforth Channel, with its multitude of picturesque islands, is extremely narrow. More fine scenery awaits us at this point, the grouping of mountains being grand in the extreme.

Another turn in our remarkably devious course, and we are steaming northward through Milbank Sound, through whose broad entrance we again look out to the open sea. Islands and mountains are innumerable, and there is a constant panorama of lovely scenery. A prominent object seen on the approach to Milbank Sound is Helmet Peak, on Lake Island; and another farther north is Stripe Mountain, on the north side of Dowager Island. The latter is 2,020 feet high, and is marked by a great land-slip down its southwest face. Leaving Jorkins' Point, the southern extremity of the great Princess Royal Island, to our left, we continue our course almost directly northward through the long and narrow Finlayson Channel, some twenty-four miles long, with an average width of two miles. The bold shores of this picturesque waterway are densely wooded to a height of 1,500 feet or more, precipitous peaks rising in places to the height of nearly 3,000 feet, with still higher mountains showing behind with stripes and patches of snow. Waterfalls of great height here add a new element of beauty to the scenery. A contraction of the channel, known for twenty miles as Graham Reach, and for the next ten miles as Fraser Reach, brings us to the northern end of Princess Royal Island, where we turn westward through McKay Reach into Wright Sound.

Grenville Channel, which we enter from Wright Sound, and which lies between Pitt Island and the mainland, is for fully fifty miles as straight as an arrow, and here are fresh scenes of wonderful beauty and sublimity — mountains several thousand feet

DATE PALM IN A PASADENA GARDEN.

in height, which no man has ever visited and as yet unnamed; cascades which seem to tumble from the sky itself, and densely wooded shores where solitude reigns supreme. Some of the distant hills seen through the openings are seamed by glaciers and avalanches. From an expansion of this channel we pass through a narrow strait known as Arthur Passage, which has Kennedy Island on the right, and the large Porcher Island on the left. There are many fine mountain peaks on both islands, one on Kennedy Island gaining an elevation of 2,765 feet. Just above Kennedy Island the Skeena River enters from the east. We soon reach the broad waters of Chatham Sound through Malacca Passage, and for some distance course along the shores of the Tsimpsean Peninsula, passing both Old Metlakahtla,—the scene of Mr. William Duncan's early labors, successes and struggles,—and Port Simpson, an important post of the Hudson Bay Company, established as early as 1831, on the right. The Tsimpsean Peninsula is thirty-two miles in length, and, but for a narrow neck of land between the Skeena and Work Channel, would be an island. It takes its name from the tribe of Indians inhabiting it. These were until recent years the mortal enemies of the Haidas, who live on the Queen Charlotte Islands and in the Prince of Wales Archipelago, the former being on the British, and the latter on the American side of the line. It was mainly from this tribe that Mr. Duncan gained his converts. In 1887 Mr. Duncan and about 600 of the Indians removed from Old Metlakahtla to Annette Island in the Alexandrian Archipelago on the American side, on account of differences with the authorities in the Church of England; while Bishop Ridley continued in possession of the old settlement with about 120 natives, who chose to remain rather than leave their old home. The church at Old Metlakahtla, now a cathedral, built by the Indians themselves, like everything else about the village, under Mr. Duncan's direction, is, by the by, the largest place of worship in all British Columbia.

Continuing northward through Chatham Sound, there are many fine views of distant mountain ranges, one of which, lying back of Port Simpson, culminates in the massive Mount McNeill (4,300 feet).

Alaska.

Leaving the picturesque Portland Inlet on our right, into which enter the Nass River, Observatory Inlet, and the far-reaching Portland Canal, we soon cross, in latitude 54 degrees 40 minutes, the boundary line between British Columbia and Alaska.

Before proceeding farther on our journey, let us examine into the extent and physical condition of our northernmost and westernmost Continental possession, — the land we have crossed a continent to see, — for all we have yet viewed is only preparatory to Alaska.

That the area of Alaska is vast, is a well-known fact; but few persons who are not versed in statistics realize that it is nearly one sixth as large as the entire United States, and more than one seventh as large as the whole of Europe. It exceeds in domain three of the largest states of our Union, — Texas, California, and Montana, — or all that portion of the United States lying east of the Mississippi River and north of Georgia and the Carolinas. England, Ireland, Scotland and Wales, together with Prussia, Spain and Italy, might all be placed within its borders, with an area to spare that would measure within twenty-eight square miles of the territory of Switzerland; for Alaska covers no less than 580,107 square miles. The islands upon its coast have an area of 31,205 square miles, or nearly as much as the State of Maine. The Alexander Archipelago, lying north of the British Columbian boundary line and along Southern Alaska, of itself contains several thousand islands. The Aleutian Chain has an area of 6,391 square miles. The general coast line of the Territory is 4,750

miles in extent, or within less than a thousand miles of all the rest of our sea line on the Atlantic, the Pacific, and the Gulf of Mexico put together. Inclusive of islands, bays, rivers, etc., to the head of tide-water, Alaska figures up 26,376 miles of shore line. The island of Attu, the farthest of the Aleutian Chain, is as far west of San Francisco as Bangor is east of it, and in fact 2,090 miles west of Sitka. It is as far from the northern to the southern point of Alaska as from Maine to Florida, and as far from its eastern boundary to its westernmost as from Washington to California. It contains the highest mountain on the North American Continent save Orizaba in Mexico. Its great river, the Yukon, computed to be not less than 3,000 miles long, is navigable for 2,000 miles, and is from one to five miles in width for 1,000 miles, while its five mouths and the intervening deltas have a breadth of seventy miles. The glaciers surrounding Mount St. Elias are estimated to be 20,000 square miles in extent.

One of the most popular errors extant about Alaska has reference to its climate. The winters of northern and interior Alaska are undoubtedly very severe; but the coast south of the Aleutian Islands — the whole of Southern Alaska, in fact — being under the influence of the Kurisiwo, or Black Current of Japan, possesses in reality a mild climate. A record of eight degrees below zero is the lowest that has been registered at Sitka in fifty years, and only four times during that entire period did the mercury descend below the zero point. Fort Wrangel, although farther south than Sitka, is warmer in summer and colder in winter, because it is farther removed from the great equalizer — the ocean current. The Queen Charlotte Islands, on the other hand, have a very mild climate.

The native population of Alaska, with the exception of a single tribe,— the Tinnehs, found in the interior, — estimated by the census reports of 1890 at something over 23,000 altogether, is *not of Indian origin*. Whether Mongolian, Aztec, or both,

remains to be proven. Persons who have devoted attention to the subject have found much in the language, customs, and arts of the Haidas, the most remarkable of these tribes, to support the Aztec theory, while there is also much to suggest Japanese or Chinese origin. According to the census reports, there are five distinct tribes, viz.: the Innuit, or Esquimaux; the Aleuts, inhabiting the Aleutian Islands; the Tinnehs; the Thlinkets, of Southern Alaska; and the Haidas. Those mostly seen by the tourists are Thlinkets, but at Wrangel there are likely to be some Haidas. The white population of the Territory in 1890 was only 4,303 — 3,860 males and 443 females. The number of inhabitants has been largely increased in late years through the mining excitement, and the continued discovery of new riches in the Klondike district and Cape Nome is turning fresh attention to this remarkable region.

The United States paid Russia the sum of $7,200,000 for the country in 1868. The seal catch alone has returned a good rate of interest on this expenditure. The fisheries are valued at over $3,000,000 a year, and the gold production is large and of growing importance. Experts declare that Alaska has seventy-five species of food fishes, seven eighths of which are strictly adapted to the use of man, and more than one half of this number are widely distributed, and exist in great abundance. So far from being a barren, bleak, untenable country, as the opponents of the purchase scheme so strongly contended, Alaska is likely to become the richest part of our national domain.

Along the Alaskan Coast.

In entering Alaska from British Columbian waters, the voyager crosses Dixon Entrance, as the channel north of Dundas Islands, and between Prince of Wales and Queen Charlotte Islands, is called. One of the first points of land seen jutting into

American waters is Cape Fox, so named by Vancouver. Near here, at Fort Tongas, the United States formerly maintained a military post, and later a custom house, but both have been given up. The situation of Fort Tongas renders rain very frequent, and the excessive rain-fall of 118 inches is said to have been recorded in a single year. From Dixon Entrance we course northward through Clarence Strait, which is over 100 miles long and nowhere less than four miles in width. We are now within that remarkable geographical area known as the Alexander Archipelago, a bewildering collection of mountain-studded islands, rocks, straits, inlets and passages, as yet but partially explored. Throughout the whole of Clarence Strait we have the great Prince of Wales Island on the west. At Port Chester, on Annette Island, which is one of the Gravina group, Mr. Duncan has founded the new Metlakahtla, and is rapidly building up a substantial town, with a church, schools, and self-supporting industrial establishments. North of the Gravina group lies Revilla Gigedo Island, with its varied and picturesque shores; while upon the left Casaan Bay is an indentation of Prince of Wales Island. The several islands are mountainous, and the views at all points are exceedingly fine.

Fort Wrangel.

After passing Etoline, Zarembo, and some lesser islands, and emerging from Clarence Strait, we reach Fort Wrangel, an old Russian settlement that stands at the head of Wrangel Island, and at the mouth of the Stikine River, one of the waterways that lead to the Cassiar mining region in the interior of British Columbia. The place has lost its old importance, and is given over chiefly to the Stikine tribe, a branch of the Thlinket race, but is interesting to the stranger as possessing the best display of totem poles he is likely to see. The totem pole is a sort of ancestral emblem

formerly held in high esteem, but fast disappearing. The natives are divided into families, or clans, of which the Raven, the Wolf, the Whale, and the Eagle are the chief representatives, and, as tradition relates, the progenitors. Thus the representation of these animals or birds, with their commingling in case of intermarriages, becomes a sort of family crest. United with the rude carvings of heads, various striking events in the career of the family are sometimes depicted. The poles are from twenty to sixty feet in height, and from two to five feet in diameter, the carving being in front, while the rear portion is hollowed out to make them light enough to erect. These carved emblems are placed in front of the house; and in some of the totem poles seen among the Haidas, where the oldest and best-executed specimens are found, a doorway was cut through the trunk of the totem for ingress and egress. It was also customary to ornament the top with a figure wearing a Tyhee hat, in case the householder was a chief, and upon this would be cut a series of rings, corresponding with the number of "pot-latches" (a feast with gifts) with which the inmate had honored his friends. The totem poles seen at Wrangel are interesting specimens, though not of the highest order of totem carving. The natives generally carve their household implements, and even their paddles and wooden-mounted fish-hooks, into hideous shapes. This is true especially of the Haidas, who are also expert workers in silver. Silver bracelets and bangles, carved horn spoons (now becoming rare), Chilkaht blankets, and black stone carvings (from Skidegate, on the Queen Charlotte Islands) are the curios mostly sought after by tourists throughout Alaska and at British Columbian ports. The spoons are made from the horn of the mountain goat.

In addition to the totem poles in front of the habitations at Wrangel, there were some curiously marked graves, one being surmounted by a huge carving of a wolf. This has lately been removed from its former site to another part of the village, near

the saw-mill. Some of the dwellings at Wrangel have two totem poles, one representing the male side and the other the female side of the house. Indeed, "women's rights" prevail among the Alaskans to an extent that gives the mother the prominent place on the totem instead of the father. In one instance a pole is surmounted by the image of a bear, while no other carving is shown upon the column except the foot-prints of the animal, made apparently while he climbed to his present eminence.

The Alaskans have many strange customs, one of which is for the young women to besmear their faces with a hideous black paint, which is said to be put on to preserve their complexions. Another is the wearing of the *labrette*, a silver, ivory, bone, or wooden ornament that is thrust through the under lip. A Thlinket woman is not always an object of beauty under favoring circumstances, and certainly a blackened face and a *labrette* do not serve to make her look anywise prettier.

Northward from Fort Wrangel.

Resuming our voyage, we turn westward from Fort Wrangel, and, entering Wrangel Narrows, steam northward and out through the mouth of Souchoi Channel into Prince Frederick's Sound. On emerging from the Narrows new visions of grandeur await our wondering gaze. A range of high mountains is seen upon the opposite shore, strongly marked in black and white patches of rock and snow. From one of the elevations rises a remarkable monolith called the Devil's Thumb. In one place a huge glacier, the blue ice succeeding the pure white of the snow-fields, pours its frozen flood nearly down to the sea. The glacier has been named in honor of the late Carlisle Patterson, of the United States Coast Survey. As we sail nearer and beyond, we see that it comes transversely from the mountains, turning a corner to reach its lower slopes; while at one point a great mass seems to overhang from the

mountain side. Another great glacier succeeds this one, with great prongs running back among the peaks, and then a third. The distant mountain tops, when viewed under varying effects of shadow and sunshine, or under the flooding golden sheen of a sunset, present no end of entrancing pictures.

Leaving Prince Frederick's Sound, we sail northward through Stephen's Passage, which has for the greater part the mainland, on the right, and Admiralty Island, on the left, as its boundaries.

Meanwhile we pass Holkham Bay, where, in 1876, the first placer mining in Alaska was begun, and Taku Inlet, a great fiord entering from the east, where there are glaciers running down to the water's edge, evidences of which are seen in floating masses of ice — miniature icebergs.

Juneau and the Gold Mines on Douglas Island.

Leaving Taku Inlet to the right, we ascend Gastineaux Channel, a river-like body of water that separates the mainland from Douglas Island, and soon reach the mining town of Juneau. Here, on a narrow strip of land, at the foot of a deep ravine flanked by precipitous mountains, is a cluster of white houses. Half a mile away, and reached by a muddy foot-path, is an Auk village. Beyond the village is a native burial-place. A few miles back of Juneau, up the narrow and picturesque ravine or gulch, lies the Silver Bow mining basin; and on the opposite side of the narrow channel, at the foot of the heights, are the buildings connected with the famous Treadwell gold mine. The surroundings of Juneau are very picturesque. At the Treadwell Mine, on Douglas Island, are three crushing mills aggregating 790 stamps, the largest in the world. At the Treadwell Mine the ore actually in sight is estimated to be worth five times the sum the United States paid for the entire Territory.

A FIELD OF CALLA LILIES IN SOUTHERN CALIFORNIA.

Northward Again and up Lynn Canal.

From Juneau, our steamer returns to St. Stephen's Passage before proceeding northward. We soon reach Lynn Canal, a remarkable fiord that extends sixty miles directly north into the mountains, there terminating in two forks, named respectively the Chilkaht and Chilkoot inlets. High mountains line the shores, and no less than nineteen glaciers pour their icy floods down their sides. Two of these, the Eagle Glacier and the Davidson Glacier — the latter on the west, near the head of the channel — are especially notable. As we sail in front, the lower slopes of the glacier are screened by a growth of trees that has sprung up on its terminal moraine. Above the trees, it is seen pouring down through a rocky gorge, below which it spreads out like a fan to the breadth of three miles. The steamer also visits Skaguay, a place which has been prominently identified with the Klondike gold enterprises of the past three years. Skaguay is the tide-water terminal of the recently constructed railroad over what is called the White Pass and Yukon route, and under the corporation title of the Pacific & Arctic Railway & Navigation Company. It is expected that this line will be extended nearly 300 miles, to Fort Selkirk, in the near future. The cars now run to Lake Bennett.

The Great Muir Glacier, in Glacier Bay.

We now turn our attention to the crowning glory of this veritable wonderland — the great Muir Glacier, in Glacier Bay. This we reach by retracing our way southward through Lynn Canal to the point where its waters mingle with those of Cross Sound or Icy Strait, from whence we turn northwestward into Glacier Bay, an indentation which extends about thirty miles in that direction, with a breadth of from eight to twelve miles in its lower reach, and narrowing to about three miles at its upper end,

where seven enormous glaciers descend to its waters. The peninsula inclosed by Glacier Bay, Cross Sound, and the Pacific Ocean, is from thirty to forty miles wide, and contains numerous lofty mountains, including Mounts Crillon (15,900 feet), Fairweather (15,500 feet), Lituya (10,000 feet), D'Agelet (9,000 feet), and La Perouse (11,300 feet). These form the southern extremity of the Mount St. Elias Alps. All these noble summits are seen from the steamer's deck while ascending Glacier Bay, together with the picturesque White Mountains, which line the east, between Glacier Bay and Lynn Canal; but Mount St. Elias itself is too far north to be visible. Vancouver found a wall of ice extending across the mouth of the bay in 1794, and it was not until 1880 that Glacier Bay occupied a place on any printed map. Near the mouth of the bay is a group of low islands named after Commander Beardslee, of the United States Navy, and composed of loose material, evidently glacial débris. Willoughby Island, near the middle of the bay, is a bare rock, about two miles long and 1,500 feet high, showing glacial furrows and polished surfaces from the bottom to the top. The Muir Glacier enters an inlet of the same name, near the head of the bay, in latitude 58 degrees 50 minutes north, and longitude 136 degrees 40 minutes west of Greenwich. It was named for Professor John Muir, the Pacific coast geologist, who in 1879 was, with Rev. S. Hall Young, of Fort Wrangel, the first to explore the glacier. It was not until 1883 that tourists were brought hither.

The glacier enters the sea with a gigantic front two or three hundred feet above the water, and a mile wide. Imagine a wall of blue ice, splintered into columns, spires, and huge crystal masses, with grottoes, crevices, and recesses, higher than Bunker Hill Monument, and of such far-reaching extent! It is a spectacle that is strangely beautiful in its variety of form and depth of color, and at the same time awful in its grandeur and suggestion of power. And not alone is the sight awe-inspiring. The

ice mountain is almost constantly breaking to pieces with sounds that resemble the discharge of heavy guns or the reverberations of thunder. At times an almost deafening report is heard, or a succession of them, like the belching of a whole park of artillery, when no outward effect is seen. It is the breaking apart of great masses of ice within the glacier. Then some huge berg topples over, with a roar and gigantic plash that is heard and felt for miles, the waters being thrown aloft in clouds of spray. A great pinnacle of ice is seen bobbing about in a wicked fashion, perchance turning a somersault in the flood before it settles down to battle for life with the sun and the elements on its seaward cruise. The waves created by all this terrible commotion even rock the huge steamer, and wash the shores miles away. There is scarcely an interval of ten minutes in the day or night without some exhibition of this kind. There are mountains each side of the glacier, the ones upon the right or east shore being more elevated. High up on the bare walls are seen the scored and polished surfaces produced by glacial action, indicating that once the ice stream was thousands of feet thick. The present glacier is retrograding quite rapidly, as may be seen by many evidences of its former extent, as well as by the concurrent testimony of earlier visitors. On either side is a moraine half a mile wide, furrowed and slashed by old glacial streams, which have given place to others higher up the defile as the glacier recedes. On the west side the stumps of an ancient forest, supposed to be pre-glacial, have been uncovered. Notwithstanding the contiguity of the ice and the generally frigid surroundings, bluebells and other flowers are found blooming. In the centre of the ice stream, about two miles from its snout, is an island of rock, the summit of some peak which the great glacier mill has not yet ground down.

The main body of the glacier, says Professor Wright, occupies a vast amphitheatre, with diameters ranging from thirty to forty miles. Nine main streams of ice unite to

form the grand trunk of the glacier. These branches come from every direction north of the east and west line across the mouth of the glacier; and no less than seventeen sub-branches can be seen coming in to join the main streams from the mountains near the rim of the amphitheatre, making twenty-six in all. The width of the ice where the glacier breaks through between the mountains is 10,664 feet; but the water front, as previously remarked, is only a mile wide.

The steamer generally approaches the glacier front to within a safe distance, near enough, however, for a close examination of its formidable wall, and there is also time for a landing and a limited exploration of its surface and surroundings.

Sitka.

Leaving Glacier Bay with reluctance, we shall steam away for Sitka, the capital of Alaska. There are two routes thither — one through Cross Sound, or Icy Strait, and the other through Peril Strait, or Pogibshi Channel. Peril Strait lies between Chichagoff and Baranoff islands. Sitka is on the western shore of the latter, inside Kruzoff Island. It is very picturesquely situated, with a noble background of mountains, while the bay is dotted with scores of beautiful green islands. Across the bay on Kruzoff Island is the extinct volcano, Mount Edgecumbe, 2,800 feet in elevation. Mount Verstovaia rises sentinel over the town to a height of 3,212 feet. Mount Edgecumbe (and also Mount Fairweather) received its name from the intrepid navigator, Captain James Cook, who visited these shores in May, 1778, in the course of his third and last voyage to the Pacific Ocean. Sitka was founded in 1804 by Baron Baranoff, the first Russian Governor of Russian America, four years after his original settlement at Starri Gavan Bay — a few miles north of the present site — had been destroyed by the natives, in the first year of its existence.

The principal street of the town, and almost its only one, extends from the wharf to the Greek Church, and then, bending around the corner of that notable edifice, winds along the beach to the Presbyterian Mission. If the visitor continues his walk in that direction, he will discover a romantic path through the woods by Indian River. Stretching along the shore to the left is the native town or *rancherie*, where 800 to 1,000 Sitkans live in the peculiar kind of frame houses common to other parts of Southern Alaska. On the slopes back of the native *rancherie* are the burial-grounds of the Russians and the Sitkans, and the remains of an old block-house that commanded an angle of the stockade. Katalan's Rock bears the name of an ancient chief who had his habitation there. The Greek Church, with its green roof and bulging spire, is the most picturesque edifice in the town, and is one of the chief centres of attraction. It contains some curious *ikons*, and in the belfry are six sweet-toned bells brought from Moscow. Although few Russians are left in Alaska, the Russian government expends about $50,000 a year in maintaining this church and others at Kodiak, Juneau, and Ounalaska.

The Return Trip.

Sitka is accounted the end of the northward voyage, although situated many miles south of Glacier Bay and Pyramid Harbor. We have yet nearly 1,000 miles of water passage to accomplish before reaching Victoria, Port Townsend, and the other Puget Sound points. Our track will be in the main over the same magnificent course we have come, with the omission of the more northward portion. There will perhaps be landings at several points, including Juneau and Fort Wrangel, although this is not certain; and the trip will possess fresh interest from the fact that much of the scenery missed in the night during the northbound passage will now be visible. Even

with the same grand scenes to gaze upon and nothing else, the experience would be enchanting; for the grand panorama along the Alaskan and British Columbian coast is matchless in its beauty, variety, and true grandeur. The return will occupy five or six days, but the exact times of arrival or departure cannot be predicted with any degree of exactitude in a voyage of such extent.

Tacoma.

The steamer "Queen" is due at Seattle and Tacoma Wednesday, June 20, but sometimes the return trip is made quicker than the schedule provides for, and any time thus saved will be devoted to Tacoma. On the arrival of the vessel at that port the members of the party will be transferred to The Tacoma.

From Tacoma Eastward and through the Yellowstone National Park.

Leaving Tacoma Wednesday afternoon, the party will travel over the Northern Pacific Railroad to Livingston, Montana, and then make a divergence through the Yellowstone National Park for a week, with visits to all the famous places of interest, including Mammoth Hot Springs, Norris Geyser Basin, Lower and Upper Geyser Basins, Yellowstone Lake, and the Cañon of the Yellowstone. The route to be traversed within the park is the same as already described in connection with the tour outlined in previous pages. The dates will be a fortnight later than in that tour.

From the Yellowstone National Park Eastward.

Leaving Mammoth Hot Springs and Cinnabar Thursday, June 28, the party will journey eastward over the Northern Pacific Railroad to Minneapolis and St. Paul, and after an inspection of the "Twin Cities," from St. Paul to Chicago *via* the

Chicago, Milwaukee & St. Paul Railway. In Chicago there will be a transfer to the station of the Michigan Central Railway, and leaving that city at 10.30 A. M. Tuesday, July 10, the Boston and New York passengers will reach their destinations on the succeeding day, Wednesday, July 11. The Philadelphia section of the party will come eastward from Chicago over the Baltimore & Ohio Railroad.

Price of Tickets.

The price of tickets for this tour, as outlined in the foregoing pages, will be SIX HUNDRED AND THIRTY-FIVE DOLLARS. This sum covers first-class travel over all railway and steamer routes going and returning, including the Alaska voyage, with a double berth (half a section) in palace sleeping cars, and only two persons in each room on board the Alaska steamer; all stage rides to and through the Yellowstone National Park; stage ride from San Jose to the summit of Mount Hamilton and return; side trips from Los Angeles to Pasadena and Santa Monica and from San Francisco to San Rafael and Mount Tamalpais; hotel accommodations according to the itinerary, for the period of the regular tour (seventy-two days), with sojourns at Denver, Salt Lake City, Santa Barbara, the Hotel del Coronado, Riverside, Redlands, Los Angeles, San Francisco, Santa Cruz, Monterey, San Jose, San Rafael, Portland, Seattle, Tacoma, the Yellowstone National Park (at Mammoth Hot Springs, the Lower Geyser Basin, Yellowstone Lake, and the Yellowstone Cañon), Minneapolis and St. Paul; meals in dining cars, at hotels, dining stations, or on steamers; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever the same may be needed (Denver, Salt Lake City, Santa Barbara, Riverside, Redlands, San Diego, Los Angeles, San Francisco, Monterey, Santa Cruz, San Jose, Portland, Seattle, Tacoma, Minneapolis and St. Paul); special carriage drives in Denver, Manitou, Salt Lake City, Santa Barbara,

Pasadena, Santa Cruz and Portland; the transfer of checked baggage (150 pounds being allowed for each full ticket, all over that amount being liable to excess charges at regular rates), and the services of conductors — in short, EVERY NEEDED EXPENSE of the entire round trip from Boston, New York or Philadelphia back to the starting point.

Price of transportation tickets for the Yosemite Valley trip, THIRTY-FOUR DOLLARS.

Extra Sleeping-Car Accommodations.

The cost of an extra double berth, giving an entire section to one person, for the journey between the East and Santa Barbara, in accordance with the itinerary, is $22.00. Drawing room with toilet annex, for one occupant, $60.00; for two occupants, $38.00 — $19.00 each; for three occupants, entire extra charge, $16.00.

The charges for extra sleeping-car accommodations between Los Angeles and San Francisco are as follows: Extra double berth, $2.50. Drawing room with toilet annex, for one occupant, $6.50; for two occupants, $4.00 — $2.00 each; for three occupants, entire extra charge, $1.50.

For extra double berth from San Francisco to Boston, New York or Philadelphia, *via* Portland, etc., $24.50. Drawing room with toilet annex, for one occupant, $66.50; for two occupants, $42.00 — $21.00 each; for three occupants, entire extra charge, $17.50.

The itinerary of the places to be visited, commencing at Seattle, June 8, will be found in the pages which follow. As the accommodations to be furnished on certain parts of the route are limited, the party will necessarily be restricted in numbers. Persons desirous of becoming members are earnestly requested to enroll their names at as early a date as possible. Tickets must be taken on or before Tuesday, April 17, one week previous to the date of departure.

HOTEL DEL MONTE, MONTEREY CAL.

ITINERARY OF THE ALASKA TOUR.

For the itinerary of this party from the time of departure from Boston, New York and Philadelphia, Tuesday, April 24, up to the time of arrival at Seattle, Friday, June 8, see pages 15–19, as the two parties have identically the same programme up to that date.

SATURDAY, June 9. — Transfer to the wharf of the Pacific Coast Steamship Company, and leave Seattle on the steamship "Queen."

SUNDAY, June 10. MONDAY, June 11. TUESDAY, June 12. WEDNESDAY, June 13. THURSDAY, June 14. FRIDAY, June 15. SATURDAY, June 16. SUNDAY, June 17. MONDAY, June 18. TUESDAY, June 19.	On the Alaska voyage, visiting Fort Wrangel, Juneau, Douglas Island, Lynn Canal, the Great Muir Glacier in Glacier Bay, Sitka, etc.

NOTES. — On the Alaska voyage the steamer uses Pacific standard time for convenience instead of local time, which would vary from day to day. The time at Sitka, the westernmost point reached (135 degrees and 50 minutes west from Greenwich), is about one hour slower than Pacific standard.

The steamer will probably remain at Victoria, B. C., and Port Townsend, on either the outward or the return trip, long enough to permit of an inspection of those cities.

WEDNESDAY, June 20.—Steamer due back in Seattle and Tacoma. On arrival at Tacoma transfer to The Tacoma, W. B. Blackwell, manager. Transfer to the station of the Northern Pacific Railway, and leave Tacoma at 5.10 P. M. in Pullman palace sleeping cars for the journey eastward; meals *en route* in the dining cars of the Northern Pacific Railway Company.

THURSDAY, June 21.—*En route* eastward in Washington, Idaho and Montana.

NOTE.—Railway time changes at Hope, Idaho, from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

FRIDAY, June 22.—Arrive in Cinnabar at 10.30 A. M.; leave Cinnabar by stage at 10.45 A. M.; arrive at Mammoth Hot Springs Hotel about 12.45 P. M.

SATURDAY, June 23.—Leave Mammoth Hot Springs, by stage, at 8.00 A. M. for the tour through the park; arrive at Norris Geyser Basin at 12.00 noon; lunch there; leave Norris Geyser Basin at 1.30 P. M., passing near the principal geysers in this basin, and later near the Gibbon Falls; arrive at the Fountain Hotel, in the Lower Geyser Basin, at 5.30 P. M. The hotel is near the Fountain Geyser and the Mammoth Paint Pots.

SUNDAY, June 24.—At the Fountain Hotel.

MONDAY, June 25.—Leave the Fountain Hotel at 8.00 A. M. for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half Acre"), Turquoise Spring and Prismatic Lake; arrive at Upper Geyser Basin lunch station at 10.30 A. M.; this is situated near Old Faithful, the Bee Hive, Giantess, Castle, and other great geysers; lunch will be served here, and at 3.00 P. M. the party will return to the Fountain Hotel.

TUESDAY, June 26.—Leave the Fountain Hotel at 7.00 A. M., and proceed to Yellowstone Lake Hotel *via* the Upper Geyser Basin and over the Continental Divide, arriving at the Yellowstone Lake Hotel in the afternoon.

WEDNESDAY, June 27.—Leave the Lake Hotel at 8.30 A. M.; visit the Mud Volcano *en route;* arrive at the Yellowstone Cañon Hotel at 11.30 A. M.

THURSDAY, June 28.—Leave the Cañon Hotel at 8.00 A. M.; arrive at Norris Geyser Basin at 10.30 A. M.; lunch there; leave Norris Geyser Basin at 12.00 noon; arrive at Mammoth Hot Springs Hotel at 4.00 P. M.; dinner there; leave the hotel at 6.45 P. M. in coaches; arrive at Cinnabar 8.00 P. M.; leave Cinnabar in sleeping cars at 8.15 P. M. for Livingston and Minneapolis.

NOTES.—Early morning departures in the Yellowstone Park are made necessary on account of the distances between hotels.

The itinerary of travel through the park, here given, may be slightly changed, as new roads have been constructed and further improvements are contemplated.

FRIDAY, June 29.—*En route* eastward through Montana and North Dakota.

SATURDAY, June 30.—*En route* eastward through North Dakota and Minnesota. Arrive in Minneapolis at 2.25 P. M.; transfer from the Union station to the West Hotel. Carriage drive, visiting the finest sections of the city.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian—one hour faster.

SUNDAY, July 1.—In Minneapolis.

MONDAY, July 2.—Visit St. Paul—going thither *via* the Interurban Electric line—leaving West Hotel 9.00 A. M. Lunch and dinner at Hotel Ryan. Transfer by Cook & Son's omnibus line from Hotel Ryan to the Union station, and leave St. Paul by the Chicago, Milwaukee & St. Paul Railway at 8.10 P. M.

TUESDAY, July 3.—Breakfast in the dining car; arrive in Chicago, Union station, corner of Canal and Adams streets, at 9.30 A. M.; transfer to the Central station, and leave Chicago *via* the Michigan Central Railroad at 10.30 A. M. The Philadelphia passengers will leave Chicago *via* the Baltimore & Ohio line at 10.20 A. M. from the Grand Central Passenger station.

WEDNESDAY, July 4. — From Buffalo eastward *via* the New York Central & Hudson River Railroad, and from Albany eastward *via* the Boston & Albany Railroad; arrive in Boston (South station) at 3.00 P. M. The New York passengers will be due in New York, Grand Central station, Forty-second street, at 1.30 P. M. The Philadelphia party will be due in Philadelphia, station corner Twenty-Fourth and Chestnut streets, at 3.09 P. M.

NOTES. — Railway time changes at Buffalo, N. Y., and Benwood, W. Va., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

As this itinerary is made up in advance of the publication of the summer time-tables of the various railroads, slight changes may be necessary.

The tickets are good to return until December 31, 1900. The passenger does not sacrifice any portion of the ticket by stopping over longer than the time provided for in the itinerary, the only additional expense being for the hotel accommodations required for the extra time. In case the trip is shortened, any coupons for hotel accommodations, carriage drives, transfers, etc., remaining unused will be redeemed.

Tickets for the tour, additional copies of this circular, and all required information can be obtained of

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, Boston.

25 Union Square, New York.

1005 Chestnut Street, Philadelphia.

A Magnificent Sight-Seeing Tour

— THROUGH —

California and Colorado,

— WITH VISITS TO —

The most attractive points on the Pacific Coast, and the Picturesque Regions of the Rocky Mountains, including Redlands, Riverside, Coronado Beach, Los Angeles, Pasadena, Santa Monica, Santa Barbara, San Francisco, Santa Cruz, Monterey, San Jose, Mount Hamilton, Mount Tamalpais, and San Rafael; and, on the return journey, Salt Lake City, Glenwood Springs, the Royal Gorge, Denver, Manitou, and the Garden of the Gods.

The Party to Leave Boston, New York and Philadelphia Tuesday, April 24, and to return Friday, June 15, 1900.

PRICE OF TICKETS (all Traveling and Hotel Expenses Included), $425.

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, Boston.

25 Union Square, New York. **1005 Chestnut Street, Philadelphia.**

Twentieth Annual Spring Excursion

—TO—

CALIFORNIA and COLORADO.

APRIL 24 TO JUNE 15, 1900.

THE Pacific coast from San Diego to San Francisco, and the Rocky Mountains of Colorado will be the principal objective points of a third party of tourists leaving the East with the two parties already mentioned in this book. In California the round of sight-seeing will be the same, and this is true of that portion of the outward journey east of La Junta, Colorado. Beyond La Junta we have an entirely different route until California is reached, traversing a very interesting section of New Mexico and Arizona. The homeward route, on the other hand, is through the grand scenic portions of Nevada, Utah and Colorado, instead of the more northerly route followed by the two other parties. This tour, accordingly, has its own special attractions.

The time selected for the trip is the best that can be had for sight-seeing. It is after the close of the rainy season, when the Yosemite Valley and other places of interest are thoroughly accessible to travel, and when the face of Nature wears its

loveliest smile. While the excursion is planned liberally as to time, the sojourns at different points are no longer than is necessary to see the places visited in a thorough and at the same time leisurely manner. The journey is accomplished in the shortest period commensurate with this purpose; and thus persons who might find it inconvenient to absent themselves from business or home ties for several months can see California in the most comprehensive manner, yet without any loss of time.

The passengers will not be hurried over any section of the route where it is desirable to stop, and the sojourns at different points in California, Utah, and Colorado, with the various side trips, are sufficient to encompass a great amount of sight-seeing.

Inasmuch as the route of this party for over one half the distance from the Atlantic coast to Southern California, and also the various places to be visited in California, have been described in connection with the Pacific Northwest tour, the programme for this excursion up to the departure from San Francisco will here be outlined only in brief. The Yosemite Valley may be visited or omitted, as the traveler may prefer. Whether the valley be included or left out, the tour, in the conditions under which it is made, and the places and scenes which it includes, is delightful in every respect. The round trip will occupy fifty-three days.

Cost of the Tour.

The price of tickets for the excursion, as outlined in the following itinerary, will be FOUR HUNDRED AND TWENTY-FIVE DOLLARS. This sum covers first-class travel over all routes, going and returning, with a double berth (half a section) in palace sleeping cars; stage ride from San Jose to the summit of Mount Hamilton and return; side trips to Pasadena, Santa Monica, Mount Tamalpais and San Rafael; hotel accommodations according to the itinerary, for the period of the regular tour

THE PALACE HOTEL, SAN FRANCISCO.

(fifty-three days), with visits to Redlands, Riverside, Coronado Beach, Los Angeles, Santa Barbara, San Francisco, Santa Cruz, Monterey, San Jose, Salt Lake City, Denver and Manitou; meals while traveling in dining cars, or at hotels or dining stations; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever needed (in Redlands, Riverside, San Diego, Los Angeles, Santa Barbara, San Francisco, Santa Cruz, Monterey, San Jose, Salt Lake City, and Denver; special carriage rides in Pasadena, Santa Barbara, Santa Cruz, Salt Lake City, Denver and Manitou); the transfer of checked baggage (150 pounds being allowed for each full ticket, all in excess of these amounts being liable to extra charge at customary rates), and the service of conductors — in short, EVERY NEEDED EXPENSE of the entire round trip from Boston, New York or Philadelphia back to the starting point.

Price of transportation tickets for the Yosemite trip, THIRTY-FOUR DOLLARS.

Extra Sleeping-Car Accommodations.

The cost of an extra double berth, giving an entire section to one person, for the journey between the East and San Diego, in accordance with the itinerary, is $19.50. Drawing room, with toilet annex, for one occupant, $53.50; for two occupants, $34.00 — $17.00 each; for three occupants, entire extra charge, $14.50.

From Los Angeles to San Francisco: Extra double berth, $2.50. Drawing room with toilet annex, for one occupant, $6.50; for two occupants, $4.00 — $2.00 each; for three occupants, entire extra charge, $1.50.

From San Francisco to Boston, New York or Philadelphia: Extra double berth, $19.50. Drawing room with toilet annex, for one occupant, $53.50; for two occupants, $34.00 — $17.00 each; for three occupants, entire extra charge, $14.50.

A sketch of the tour is given in brief in the pages following the intinerary. Persons desirous of joining this party should register their names as early as convenient. The tickets must be taken on or before Tuesday, April 17 — one week previous to the date of departure.

ITINERARY.

TUESDAY, April 24. — Leave Boston from the South station by the Boston & Albany Railroad at 10.30 A. M., in special vestibuled palace sleeping cars. Members of the party should check their baggage to Redlands, Cal. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must be looked after by the owners. Leave Albany at 4.30 P. M., *via* the New York Central & Hudson River Railroad, and Buffalo *via* the Michigan Central Railroad at 11.05 night, Central time; lunch and dinner in the dining car. **The New York Passengers** will depart from the Grand Central station, forty-second street, at 1.00 P. M., *via* the New York Central route, in Wagner vestibuled sleeping cars. Baggage should be checked to Redlands; supper in the dining car. **The Philadelphia Passengers** will depart from the Reading Terminal station in palace cars at 9.00 A. M.; baggage should be checked to Redlands. From Bethlehem westward to Buffalo over the Lehigh Valley line.

NOTE. — Railway time changes at Buffalo, N. Y., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

WEDNESDAY, April 25. — On the Michigan Central Railroad *en route* westward; breakfast and lunch in dining car; arrive in Chicago at 3.00 P. M.; transfer to the station of the Atchison, Topeka & Santa Fe line and leave Chicago at 5.00 P. M. Dinner in dining car.

THURSDAY, April 26. — Arrive at Kansas City, Mo., at an early morning hour; leave Kansas City at 9.30 A. M.; meals in dining car.

NOTE. — Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian — one hour slower.

FRIDAY, April 27. — Leave La Junta, Colo., at 4.25 A. M.; cross the Raton Pass by daylight.

SATURDAY, April 28. — *En route* through Arizona over the Santa Fe Pacific Railroad (the Atchison, Topeka & Santa Fe Railway System). From Barstow southward *via* the Southern California Railway.

NOTE. — Railway time changes at Seligman, Arizona, from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian — one hour slower.

SUNDAY, April 29. — Arrive at Redlands, Cal., at 5.00 A. M., the cars will be side tracked, and at a seasonable hour there will be a transfer to the Casa Loma, J. H. Bohon, manager.

MONDAY, April 30. — At Redlands.

TUESDAY, May 1. — In Redlands. Transfer to the station and leave Redlands at 11.00 A. M.; arrive at San Bernardino 11. 45 A. M., and at Riverside 12.55 P. M.; transfer to the Glenwood Tavern, Frank A. Miller, proprietor.

WEDNESDAY, May 2. — Transfer to the station and leave Riverside at 8.36 A. M.; arrive at San Diego 12.55 P. M.; transfer to the Hotel del Coronado, Coronado Beach, E. S. Babcock, manager.

THURSDAY, May 3.
FRIDAY, May 4. } At the Hotel del Coronado, Coronado Beach.

SATURDAY, May 5. — Transfer to the station of the Southern California Railway and leave San Diego at 1.40 P. M.; arrive at Los Angeles 5. 47 P. M.; transfer to the Hotel Van Nuys, Milo M. Potter, proprietor.

SUNDAY, May 6.
MONDAY, May 7.
TUESDAY, May 8.
WEDNESDAY, May 9.
THURSDAY, May 10.
FRIDAY, May 11.

} In Los Angeles. Trips will be made from Los Angeles to Pasadena and Santa Monica; carriage drive at Pasadena.

SATURDAY, May 12.—Transfer to the Southern Pacific station and leave Los Angeles by said line at 8.50 A. M.; arrive at Santa Barbara 12.47 P. M.; transfer to The Arlington, E. P. Dunn, manager; carriage drive in the afternoon, visiting points of interest in Santa Barbara and vicinity.

SUNDAY, May 13.
MONDAY, May 14.
TUESDAY, May 15.
WEDNESDAY, May 16.
THURSDAY, May 17.

} At Santa Barbara. There will be a carriage drive Monday with visits to the various points of interest in and about Santa Barbara. Parties for the Yosemite Valley will be made up during the stay at Santa Barbara, to leave on different days.

FRIDAY, May 18.—In Santa Barbara. Transfer to the Southern Pacific Company's station and leave Santa Barbara at 8.25 A. M.; lunch at Saugus and dinner at Mojave.

SATURDAY, May 19.—Arrive at Oakland Pier at 8.10 A. M., and in San Francisco by ferry at 8.45 A. M.; transfer to the Palace Hotel, John C. Kirkpatrick, managing director, George B. Warren, assistant manager.

SUNDAY, May 20.
MONDAY, May 21.
TUESDAY, May 22.
WEDNESDAY, May 23.

} In San Francisco. During the stay here passengers will be furnished with tickets for a side trip to Mount Tamalpais, and also for a side trip to San Rafael. Both places are within a short distance of San Francisco on the north side of the Bay.

THURSDAY, May 24.—Transfer from the Palace Hotel to the Market street ferry and leave San Francisco at 8.15 A. M. by the narrow-gauge line for Santa Cruz; halt at the "Big Trees" *en route*, arriving at Santa Cruz soon after noon; transfer to the Sea Beach Hotel.

FRIDAY, May 25.—At Santa Cruz. Carriage drive with visits to the beach, cliffs, etc.

SATURDAY, May 26.—At Santa Cruz. Transfer to the station of the standard gauge railway line and leave Santa Cruz at 11.40 A. M.; proceed *via* Pajaro to Monterey, arriving at the Hotel del Monte station at 1.39 P. M.; to Hotel del Monte, W. A. Junker, manager.

SUNDAY, May 27.
MONDAY, May 28.
TUESDAY, May 29.
} At Hotel del Monte, Monterey.

WEDNESDAY, May 30.—Leave Hotel del Monte station, Monterey, at 11.35 A. M.; arrive at San Jose 2.40 P. M.; transfer to the Hotel Vendome, George P. Snell, manager.

THURSDAY, May 31.—In San Jose. Excursion to the Lick Observatory on the summit of Mount Hamilton, and return; luncheon at Smith's Creek.

FRIDAY, June 1.—In San Jose.

SATURDAY, June 2.—In San Jose. Leave San Jose at 9.12 A. M.; arrive in San Francisco 10.36 A. M.; transfer from the Third street station to the Palace Hotel.

SUNDAY, June 3.
MONDAY, June 4.
} In San Francisco.

TUESDAY, June 5.—Leave San Francisco at 8.00 A. M. from the Oakland Ferry, foot of Market street, and leave Oakland Pier at 8.28 A. M. by the Southern Pacific Company's Ogden route, taking a train of Pullman palace sleeping cars with dining car; proceed eastward *via* Port Costa, Benicia, and Sacramento, and cross the Sierra Nevada by daylight.

WEDNESDAY, June 6.—*En route* through Nevada and Utah; arrive at Ogden 6.00 P. M. (Mountain time), and leave *via* the Rio Grande Western Railway, arriving at Salt Lake City at 7.30 P. M.; transfer to The Knutsford, G. S. Holmes, proprietor.

NOTE.—Railway time changes at Ogden from Pacific standard. or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

THURSDAY, June 7.—In Salt Lake City. Carriage drive, visiting the chief points of interest. Transfer from the hotel, and leave *via* the Rio Grande Western Railway at 7.30 P. M.

FRIDAY, June 8.—From Grand Junction eastward *via* the Denver & Rio Grande Railroad; arrive at Glenwood Springs, Colo., 8.30 A. M.; the train will be side tracked for three hours, affording an opportunity to visit the hot springs, baths, swimming pool, etc.; leave at 11.30 A. M., passing through the Cañon of the Grand River, Eagle River Cañon, and over Tennessee Pass by daylight, arriving at Salida 8.00 P. M.; side track for the night, in order to pass through the Royal Gorge by daylight.

SATURDAY, June 9.—Leave Salida at an early hour, passing down the Cañon of the Arkansas River and through the Royal Gorge; arrive in Denver at 5.30 P. M.; transfer to The Brown Palace Hotel.

SUNDAY, June 10.—In Denver.

MONDAY, June 11.—In Denver. Carriage drive in the forenoon through the finest sections of the city. Transfer from the hotel to the station in the evening and resume the sleeping cars. Leave Denver at a late hour for Manitou.

TUESDAY, June 12.—Arrive at Manitou at an early morning hour. Carriage drive in the forenoon through the Garden of the Gods and to other points of interest; leave Manitou at 5.00 P. M., and Colorado Springs at 5.30 P. M. *via* the Chicago, Rock Island & Pacific Railway.

WEDNESDAY, June 13.—*En route* eastward through Kansas, Nebraska and Iowa; arrive at Omaha about noon; leave Omaha 2.00 P. M. and the Transfer station, Council Bluffs, 3.00 P. M.

NOTE.—Railway time changes at Phillipsburg, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian—one hour faster.

THURSDAY, June 14.—On the Chicago, Rock Island & Pacific Railway *en route* through Illinois; arrive at Chicago 9.00 A. M.; thence east at 10.30 A. M. on the Lake Shore & Michigan Southern Railway. The Philadelphia passengers will leave Chicago at 10.20 A. M. *via* the Baltimore & Ohio line.

FRIDAY, June 15.—From Buffalo eastward *via* the New York Central & Hudson River Railroad, and from Albany eastward *via* the Boston & Albany Railroad; arrive in Boston, South station, at 3.00 P. M. The New York passengers will be due in New York, Grand Central station, Forty-second street, at 1.30 P. M. The Philadelphia party will be due in Philadelphia, station corner Twenty-fourth and Chestnut streets, at 3.09 P. M.

NOTES.—Railway time changes at Buffalo, N. Y., and Benwood, W. Va., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

This itinerary is made up in advance of the publication of the summer time-tables of the various railroads, and slight changes may be necessary.

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CANON AND FALLS OF THE YELLOWSTONE.

Yellowstone National Park.

OUTLINE OF THE TOUR.

Leaving the East.

THE California and Colorado party goes westward at the same time the Pacific Northwest and Alaska parties leave the eastern cities. The Boston passengers will leave the South station *via* the Boston & Albany Railroad at 10.30 A. M. Tuesday, April 24. The route westward is *via* the Boston & Albany, the New York Central, and the Michigan Central lines, and all travel will be in vestibuled Pullman palace cars. Chicago will be reached at 3.00 P. M. the following day, and there will be a transfer to the Dearborn station, from whence the train will depart on the Atchison, Topeka & Santa Fe line at 5.00 P. M.

New York passengers will depart from the Grand Central station, Forty-second street, *via* the New York Central & Hudson River Railroad, Tuesday, April 24, at 1.00 P. M., and the route from Albany will be the same as that of the Boston party.

Philadelphia passengers will leave that city from the Reading Terminal station, corner of Twelfth and Market streets, Tuesday, April 24, at 9.00 A. M. *via* the Philadelphia & Reading and the Lehigh Valley routes.

Westward from Chicago.

The Santa Fe line takes us to Kansas City, and thence westward through Kansas, a corner of Colorado, and across the territories of New Mexico and Arizona to Southern California. As far as La Junta the parties travel together. At that point the California and Colorado delegation leaves the route previously described,

inasmuch as the return journey brings the travelers through Colorado and over the same routes, although in reversed order.

Crossing a corner of Colorado within view of the magnificent mountain ranges connected with the Rocky Mountain chain, the eastern spur from the main range known as the Raton Mountains is approached and crossed near the New Mexico line. Along this part of the ride the gleaming Spanish Peaks become a prominent feature in the landscape. These beautiful mountains are some thirty miles northwest of Trinidad. The railroad follows the general direction of the old "Santa Fe trail."

New Mexico.

New Mexico, which came into the possession of the United States after the Mexican war, together with Arizona, Colorado, Utah and Nevada, comprises 122,580 square miles. This region was the home of an ancient civilization for centuries before the first Pilgrim footfall was heard on Plymouth Rock, and before St. Augustine and Jamestown were colonized. The *pueblos*, or villages of these prehistoric races, are scattered through the valleys of Southern Colorado and Northern New Mexico, and through a large part of Arizona. There are ruins of ancient cities, miles in extent; and then there are the curious cliff dwellings which abound in certain parts of Colorado and Arizona. The *pueblos* are now inhabited to a large extent by a strange aboriginal race called Pueblo Indians, but the cliff and cave dwellings have probably been in ruins for centuries. Soon after the conquest of Mexico by Cortes in 1519, the Spaniards overran the country, and it is the old South European civilization that now permeates the life and customs of New Mexico and Arizona, the American element being a very recent importation.

One hundred and thirty miles west of the old city of Albuquerque, the Continental Divide, here a low pass, is crossed. The boundary line between New Mexico and Arizona is about fifty miles farther west.

Arizona embraces 112,920 square miles, and is therefore more than two and a third times the size of the great State of New York. There are many thousands of square miles of good grazing lands, and the raising of cattle, sheep and horses is an important industry. There are also great tracts of pine timber. The mining interests of the region have been large for more than 300 years, and are constantly increasing. Gold, silver and copper are found in various sections.

The Cañon Diablo and the San Francisco Mountains.

Twenty-six miles beyond Winslow the road crosses the Cañon Diablo, an immense, zigzag, yawning chasm in the white and yellow magnesian limestone. The bridge is 541 feet long and 222½ feet in height, or higher than Bunker Hill Monument, above the bottom of the abyss. It is an iron structure, a model in its way, and cost $250,000.

Long before this, the magnificent San Francisco Mountains, a group of lofty snow-clad peaks which rise a few miles north of the railroad, at Flagstaff, have begun to attract attention. There are three sharp peaks, of purest white, supported by dark shoulders of cedar and piñon-covered heights. The main peaks are Humphrey, Agassiz, and Humboldt; and the long, dark, eastern ridge is Mount Miner. Mount Humphrey is 12,815 feet high, and Mount Agassiz is only 300 feet lower. The mountains northeast of the San Francisco group are known as the Coconino Range. They are mainly extinct volcanoes. One of them, called Sunset Mountain, presents

a singular aspect, the rim of its crater being tipped with red lava rock. In another of the Coconino hills is a group, numbering sixty-five, of the mysterious cave dwellings, which are supposed to antedate the prehistoric cliff dwellings, an extensive collection of which is found in Walnut Cañon, nine miles from Flagstaff. Through a large part of this section, ruins of cities and towns which were built of stone are found. Near Flagstaff the railroad enters the timber region, and the country assumes a beautiful park-like appearance. From Williams a railway line has been built northward to the Grand Cañon of the Colorado, one of the greatest of the world's natural wonders. The Marble Cañon, for example, has a depth of 6,549 feet. Near Ash Fork the Santa Fe line winds through a rocky pass known as Johnson's Cañon.

Entering California.

The Needles, situated on the California side of the Colorado River, — here a broad and rapid stream which is crossed by means of a long bridge, — is where we enter California. There is nothing but a sandy waste for a long distance on each side of the river, but within view at the north are some picturesque mountains which give to the station its name. The Mojave Indians have a reservation near this point. Proceeding westward the road crosses a section of the great Mojave Desert of California, an elevated tract whereon little else than the Yucca palm is seen growing. At Barstow we diverge from the main line of the Santa Fe system, and proceeding southward over the Southern California Railway, cross the San Bernardino Range at the Cajon Pass.

Southern California.

From the scene of sandy waste and desolation presented by the Mojave Desert, we emerge into the garden of California, a region where the flowers and fruits of the

semi-tropics grow in profusion. The transition is a welcome one. Luxuriant orange groves and vineyards take the place of desert sands. The air becomes fragrant with the sweet breath of orange blossoms. Snow-clad peaks rise behind us, and in front is spread out the broad and fruitful valley in which San Bernardino, Redlands, Colton, Riverside, and dozens of other towns are situated. We have, meanwhile, crossed a portion of San Bernardino county. Besides oranges and grapes, which constitute the chief products of Southern California, lemons, limes, olives, citrons, figs, pomegranates, almonds, English walnuts, and other fruits and nuts grow here, as do also the cactus, palm, pepper tree, acacia, and eucalyptus.

The Round of Travel through California.

The round of travel through Southern and Central California includes all the places described in connection with the other tours and lying within those regions. The itinerary is entirely distinct from the others, however, and the various cities and resorts will be seen in some cases in a different order. Attention is called to the itinerary for these changes. Redlands, Riverside, Coronado Beach, Los Angeles, Pasadena, Santa Monica, Santa Barbara, San Francisco, Mount Tamalpais, San Rafael, Santa Cruz, The Hotel del Monte at Monterey, San Jose and Mount Hamilton will all be visited before the party turns eastward towards home. The Yosemite parties will be made up during the sojourn at Santa Barbara. See pages 103–106.

From San Francisco Eastward.

The route eastward from San Francisco over the Sierra Nevada, and through the States of Nevada, Utah and Colorado is also the same that has already been described in the account of the other tours, except that the trip is from west to east. The party will leave San Francisco Tuesday, June 5, and crossing the Sierra Nevada by

daylight, continue to Ogden and Salt Lake City, reaching the latter city Wednesday evening. The succeeding day will be passed in Salt Lake City, and the eastward journey will be resumed Wednesday evening. Glenwood Springs will be visited the following day, and the night will be passed on a side track at Salida, in order that the wonderfully picturesque scenery of the Royal Gorge may be seen by daylight Saturday. Sunday and Monday will be devoted to Denver, and Tuesday to Manitou, the party leaving Colorado Springs *via* the Chicago, Rock Island & Pacific Railway Tuesday afternoon. Chicago will be reached Thursday morning, and New York, Philadelphia and Boston the succeeding day, June 15.

☞Tickets for the tour, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, Boston.

25 Union Square, New York.

1005 Chestnut Street, Philadelphia.

THE YOSEMITE VALLEY.

A Side Trip in Connection with the Three California Tours.

THE wonderful Yosemite Valley may be visited to the best possible advantage in connection with the three excursions that have been described in the foregoing pages. Each of these parties will be in Southern and Central California during the latter part of May. By that time the roads leading into the valley are usually well settled, the country is fresh with the flowers and foliage of spring, and the waterfalls are full. The Yosemite trip includes also the famous Mariposa Grove of Big Trees.

The valley lies in the heart of the Sierra Nevada Mountains, 150 miles nearly due east from San Francisco. The principal features of the Yosemite are, first, the near approach of its walls to verticality; second, their great height, not only absolutely, but as compared with the width of the valley itself; and, third, the small amount of débris at the base of the cliffs. The floor of the valley is a generally level or rolling wooded park, ranging from half a mile to a mile in width. It is immediately bordered by cliffs, nearly or quite vertical, rising to heights ranging from over half a mile to almost one mile above the valley. Elevations above the sea are as follows: Floor of the valley, 4,000 feet; El Capitan, 7,300 feet; Cathedral Rocks, 6,660 feet; Glacier Point, 7,200 feet; Half Dome, 8,737 feet; Three Brothers, 7,830 feet; North Dome,

7,568 feet; Washington Column, 5,875 feet. The waterfalls are hardly less marvellous than the cliffs — the Yosemite, 2,600 feet in height, the highest fall in the known world; the Bridal Veil, dashing into spray from an altitude of 900 feet; and the Vernal and Nevada Falls of the Merced River, 400 and 600 feet in height.

The Big Tree Groves, of which the Mariposa and Calaveras are best known to tourists, are found only on the western slope of the Sierra, at an elevation of 5,000 to 7,000 feet. The largest tree is 115 feet in circumference, and the greatest height 325 feet. Some of these giants are from 1,500 to 2,000 years old.

It has been deemed advisable to make the visit to the Yosemite Valley and the Big Trees a side or supplementary trip, at a slight additional expense, the same as in previous years, rather than to include it in the regular round. This course is taken in order that every person may exercise his or her own preference in the matter, not only in reference to making the trip, but also in regard to the time to be occupied in connection therewith. As will be seen from the itineraries of the regular tours, an unusual allowance of time has been given to Los Angeles, or Santa Barbara, and San Francisco. The Yosemite may be visited during this interval, with a sufficient stay in the valley, without slighting the cities named. The parties for the valley will leave Los Angeles, or Santa Barbara, on different days during the advertised halts there, and rejoin those of their associates who do not go to the valley in San Francisco.

Berenda, 304 miles from Los Angeles and 178 miles from San Francisco, is the point of departure from the main line of the Southern Pacific Railroad. A branch road extends from Berenda to Raymond, twenty-one miles, from which latter point the stages run. The stage transportation will be furnished by the Yosemite Valley Stage & Turnpike Company. No horseback riding is now required to reach either the Yosemite Valley or the Mariposa Grove of Big Trees. The distance from Raymond

MUIR GLACIER, ALASKA.

to the Wawona Hotel (formerly known as Clarke's), is only forty-two miles, and from thence to the valley twenty-eight miles. Special and very advantageous arrangements have been made for the accommodation of the members of our parties.

The cost of the ticket, covering railway and stage transportation from Berenda to the Big Trees and Yosemite Valley, returning to Berenda, is THIRTY-FOUR DOLLARS. As the trip will be made during some portion of the period allotted to the sojourn in Los Angeles or San Francisco, some of the hotel coupons will remain unused. All such will be redeemed, thus lessening the cost. The sleeping-car ticket (good from Los Angeles to San Francisco) will be taken up before Berenda is reached, and cannot be used on a subsequent date. Therefore, Yosemite Valley excursionists who desire sleeping-car places from Berenda to San Francisco will be required to pay for the same. Hotel accommodations at Wawona and in the Yosemite Valley, and meals *en route*, are also extra. The entire cost of the trip, including transportation, board, meals, excursions in and about the valley, etc., after deducting the value of unused hotel coupons in the regular excursion ticket book, will be less than $50.

As it is essential that all arrangements for stage transportation and hotel accommodations shall be made in advance of the arrival of the parties in California, persons desiring to make the trip are requested to buy their stage tickets for the Yosemite tour when the general excursion tickets are taken before starting from the East.

Tourists usually spend about three days in the valley. This is sufficient time for a leisurely viewing of the wonderful scenery. The Big Trees are visited *en route* while returning from the valley to Raymond, unless the traveler chooses, as he may well do, to spend an extra day or two at Wawona, in order to visit the trees and Signal Peak. With a three-days' stay, about one week is required for the trip from Los Angeles *via* the Yosemite and the Big Trees to San Francisco.

☞ Tickets for the Yosemite trip in connection with any of our transcontinental tours, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB,

296 Washington Street, opposite School Street, Boston.

25 Union Square, New York.

1005 Chestnut Street, Philadelphia.

OTHER TOURS IN 1900=1901.

Italy, France, England, and the Paris Exposition. — A party will leave New York Saturday, April 14, on the North German Lloyd steamship "Werra" for a tour through Southern and Central Europe and a three weeks' stay in Paris. Previous to the visit to the great Exposition there will be visits to Gibraltar, Naples, Rome, Florence, Venice, Verona and Milan. After leaving Paris there will be visits to London, Windsor, Hampton Court, Oxford, Leamington, Kenilworth, Warwick, Stratford-on-Avon, and Southampton.

Special Trips to the Paris Exposition. — Beginning in April and continuing through the Spring, Summer and early Autumn, frequent trips to London and Paris, in connection with the great Exposition. See special announcement on pages 109 and 110.

Alaska. — Parties will leave the East in May and July for three unsurpassed tours of about 38 days over the most picturesque routes in the world. In addition to the magnificent round of sight-seeing in Alaska, there will also be a visit to the Yellowstone National Park, and a voyage through the Great Lakes.

The Yellowstone National Park and Colorado. — Parties will leave the East in June and July for attractive excursions to the Yellowstone National Park, in

connection with a trip through Utah and Colorado, including visits to St. Paul, Salt Lake City, Glenwood Springs, the Royal Gorge, Manitou, the summit of Pike's Peak, Denver, etc.

The Yellowstone Park and California. — About September first there will be a party for a magnificent tour across the continent, including a week in the Yellowstone National Park, with a visit to California, and a return homeward through Utah, Colorado, etc.; also a party for the Yellowstone Park, returning direct.

Summer and Autumn Tours. — During July, August, September and October we shall present our usual list of attractive tours to the most important mountain, seashore, lake and spring resorts of New England, New York State and Canada.

Annual Winter Trips to California and Mexico. — Our annual series of winter tours to the Pacific Coast, and also to Mexico, will begin in November, and continue at short intervals through the winter of 1900–1901. Magnificent trains of vestibuled palace sleeping cars, with dining cars, are employed.

Tours to Florida, Nassau, Puerto Rico, Cuba, Etc. — Parties will leave the north in January and February, 1901, for tours through Florida, Nassau, Puerto Rico, Cuba, etc.

DESCRIPTIVE CIRCULARS OF ANY OF THE FOREGOING TRIPS WILL BE PROMPTLY FORWARDED ON APPLICATION, OR AS SOON AS ISSUED. IN WRITING, PLEASE INDICATE FULLY THE PARTICULAR TRIP OR SERIES OF TRIPS DESIRED.

THE GREAT PARIS EXPOSITION.

Raymond & Whitcomb's Tours.

FREQUENT TRIPS TO LONDON AND PARIS DURING THE EXHIBITION PERIOD.

Steamer Accommodations Secured Both Ways on the Most Popular Lines.

WE have arranged three series of first-class trips from New York and Boston to visit London and Paris at frequent intervals during the Exposition period. From six to ten days will be passed in London, at the new and elegant Hotel Russell, Russell square, with sight-seeing drives about the city, a visit to Windsor, etc.; and from two to eight weeks in Paris, at the Hotels du Trocadero, which are splendidly situated near the Exposition Grounds, and within easy communication by underground railway, steamboats, tramways and omnibus lines with every section of Paris and its environs. From twenty to fifty admissions to the Exposition given with every excursion ticket.

LIST OF TOURS.

Twelve Trips From New York by the North German Lloyd, at Fortnightly Intervals, with two weeks in Paris — All the Ocean Voyages on the Steamships "Kaiserin Maria Theresia," "Kaiser Wilhelm der Grosse," "Lahn" or "Saale." Dates of departure: April 24; May 8 and 22; June 5 and 19; July 3, 17 and 31; August 14 and 28; September 11 and 25.

Ten Trips from Boston by the Dominion Line — All the Ocean Voyages on the Steamships "New England" or "Commonwealth." Dates of departure: April 25 (four weeks in Paris); May 23 (four weeks in Paris); June 20 (two weeks in Paris); July 4 and 18 (two weeks each in Paris); August 1, 15 and 29 (two weeks each in Paris); September 12 and 26 (two weeks each in Paris).

Seven Trips from New York by the Atlantic Transport Line. Dates of departure: April 28 (two weeks in Paris); May 12 (two weeks in Paris); May 26 (eight weeks in Paris); July 21 (six weeks in Paris); September 1, 15 and 29 (two weeks each in Paris).

Send for special circulars, naming particular series of trips desired.

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As American agents for the **Hotels du Trocadero** in Paris, we are enabled to furnish hotel accommodations entirely independent of the above tours for one week or a longer time as desired.

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The English Channel is Crossed	Via Dover and Calais	65 to 75 minutes.
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	" Dover and Ostend	3 "
	" Queenboro and Flushing	6 "

TIME	From London to Paris	7½	hours.
	" " " Brussels	6¾	"
	" " " Cologne	11½	"
	" " " Berlin	20¾	"
	" " " Rome	37	"
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Send for *Traveler's Guide*, containing rates and valuable information for travelers.

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We are prepared to furnish, at short notice, private cars embodying every possible comfort and luxury, for tours to any part of the United States, Canada or Mexico. We can operate these cars from place to place as individual wishes may dictate, sending one of our experienced employees to attend to all the details, taking charge of tickets, checking baggage, etc., and securing in advance hotel, transfer, and all other necessary accommodations. Rates will be made including service, and with or without commissary supplies, as desired. Complete and reliable information will be cheerfully furnished personally or by mail.

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Agents on the Pacific Coast.

FOR SOUTHERN CALIFORNIA: John W. Gay, Jr., Agent, E. J. Bailey, Assistant, 214 South Spring Street, Los Angeles, during the Winter and Spring. One of our representatives will have special hours, evenings, when he can be seen at The Van Nuys, Los Angeles.

LOS ANGELES OFFICE: 214 South Spring Street, Raymond & Whitcomb, F. W. Thompson, Agent.

SAN FRANCISCO OFFICE: Room 61, Crocker Building, opposite Palace Hotel, Chas. H. Wilson, Agent, E. T. Ryder, Assistant (from January to June); and also 14 Montgomery Street, W. H. Snedaker, Agent (from June to January).

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